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AGENDAS
TRANSPORT AND
ENVIRONMENT COMMITTEE
MAY 3, 1999 ...

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GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 3, 1999
9:30 o'clock a.m.
Room 233, City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   Public Works Division

   (a) Construction of a Concrete Alley First South of Main Street West, from Thorndale Street South to Norfolk Street South

   City Engineer

   (b) Bicycle Network Implementation Bicycle Rack Program

3. **GENERAL MANAGER OF COMMUNITY PLANNING AND DEVELOPMENT/ COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Closure of Various City's Share of Services in Subdivision Accounts (CPD-99004)

4. **ADJOURNMENT**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
2.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2, 1998	Ward Aldermen to meet with the area residents	Report Back
3.	Intersection of Locke Street North and Florence Street	March 2, 1998	Alderman M. Kiss	Tabled
4.	Closure of Mead Avenue	April 6, 1998		Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
5.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21, 1998	Commissioner of Public Works and Traffic	Report Back
6.	Munn Street and East 33rd Street – Intersection Control	January 18, 1999		Tabled at the request of Alderman T. Jackson
7.	Mount Pleasant Drive and Templemead Drive - Intersection Control	January 18, 1999		Tabled at the request of Alderman T. Jackson
8.	Snow Clearing Charges - Commercial Properties (Council Correspondence)	March 9, 1999	Commissioner of Public Works and Traffic	Report back
9.	Proposed Roadway Alteration Delawana Drive	April 19, 1999	Commissioner of Public Works and Traffic	Report back
10.	Vendor Program for Street Locations	April 19, 1999	Commissioner of Public Works and Traffic	Report back
11.	Process for Highway Closures	April 19, 1999	Commissioner of Public Works and Traffic	Report back
12.	Truck Traffic	April 19, 1999	Commissioner of Public Works and Traffic	Report back
13.	Amcan Castings Limited 10 Hillyard Street – Parking Regulations	April 19, 1999		Tabled at the request of Alderman B. Morelli

Carolyn Biggs, Acting Secretary
May 3, 1999

2(a)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1999 April 16

REPORT TO: C. Biggs, Legislative Assistant
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Construction of a Concrete Alley First South of Main Street West From Thorndale Street South to Norfolk Street South**

RECOMMENDATION:

(a) That the construction of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $39,000.00 with a City's Share of $27,953.40 and an Owner's Share of $7,137.00 all as provided in the 1999 portion of the proposed 1999-2008 Capital Budget; and,

(b) That the General Manager, Transportation, Operations and Environment be authorized to construct these works once all the necessary approvals have been received; and,

(c) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the Municipal Solicitor.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the proposed 1999-2008 Capital Budget. The estimated cost per metre for a concrete alley is $90.00.

BACKGROUND:

We have received a sufficiently signed petition for the construction of a concrete alley at the above-noted location (see attached plan).

The owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/rb
Attachment

c.c. A. F. Leitch, General Manager, Transportation, Operations & Environment
c.c. A. Ross, General Manager, Finance
c.c. D. Y. Onishi, Director, Design & Construction
c.c. R. Roszell, Commissioner and Corporate Counsel, Regional Legal Services


Alley to be paved with concrete.
MAIN STREET WEST
SITE PLAN CONTROL BY-LAW No. 95-128
H/S-1341
H/S-74
DE
C/S-1335
C/S-720
C/S-1335
DE-3 S-981
BAXTER STREET
T H & B RAILWAY
TOTTENHAM ROAD
WILLOWCREST
IOWA AVENUE
N

CITY OF HAMILTON

2(f)

- RECOMMENDATION -

DATE: 1999 April 22
(J. van der Mark – File No. 60.31.10.1(SPO))

REPORT TO: C. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P.Eng., General Manager
Transportation, Operations and Environment

SUBJECT: Bicycle Network Implementation
Bicycle Rack Program (R-99-07)

RECOMMENDATION:

a) That the City of Hamilton enter into an agreement with Fine Lines Sign Co. (Hamilton) for the supply and installation of bicycle racks for the period June 1, 1999 to December 31, 2002, subject to the conditions of the agreement being acceptable to the General Manager of Transportation, Operations and Environment and Corporate Counsel; and

b) That the Mayor and Municipal Clerk be authorized and directed to execute the agreement in a form satisfactory to Corporate Counsel.

Ted Gren
for A. F. Leitch, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Bicycle racks with advertising would be installed at no cost to the City.

BACKGROUND:

According to the Hamilton-Wentworth Community Cycling Survey 40% of all adults in the urban area cycle frequently or occasionally. The same survey found that more than 60% of cyclists and 40% of non-cyclists would cycle (more) if there was secure bicycle parking.

Since 1993, bicycle racks have been installed along Regional roads in the Central Area of Hamilton and other areas. The racks, showing advertisements, are supplied by Cycle-Stop Inc. free of charge under agreement with the Region. There are currently some 100 racks, many of them in poor repair and without advertisers.

The rack program has not been entirely satisfactory to either the sponsoring firm or the Bicycle Program. Because of the abundance of advertising space in Hamilton, the firm has not been successful in obtaining advertisers. As to the Bicycle Program, the racks have not always been placed where cyclists require them. Furthermore, racks cannot be installed along city streets where many offices and stores are located.

The provision of bicycle racks assists in the orderly parking of bicycles, reduces impeding pedestrians and prevents damages from securing bicycles to trees. But, racks with advertising do not always enhance retail areas such as the Hamilton Downtown and other local business areas. For example, racks with advertising on King Street East were removed and replaced by more aesthetic post-and-ring racks as part of the Downtown Revitalization. It is therefore suggested that post-and-ring racks be installed in some business areas as part of the Regional Bicycle Program. Up to 40 post-and-ring racks may be installed dependent on need, at a cost of approximately $350 per rack installed. In other areas, racks with advertising would be acceptable provided that the racks are used and maintained.

Subject to approval by Regional Council, the Region will enter into an agreement with Fine Lines Sign Co. (Hamilton) for the supply and installation of bicycle racks for the period of June 1, 1999 to December 31, 2002. Fine Lines Sign Co. has agreed to address the concerns regarding the refurbishing, maintenance and place of the existing racks.

Since the beginning of the rack program in 1993, suppliers have had difficulty obtaining advertisers. No requests or letters of interest for supplying and installing the racks have been received during this time. Fine Lines Sign Co. has now indicated that they wish to enter into an agreement with the City of Hamilton, which would be similar to the current agreement between the Region and Cycle-Stop. The racks would be supplied, installed and maintained at not cost to the City. There would be no revenues to the City. The racks would be placed at locations acceptable to the General Manager of Transportation, Operations and Environment.

jv:dt

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 8, 1999
E205-05, M.J. Inrig
S714-10

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Closure of Various City's Share of Services in Subdivision Accounts (CPD-99004)**

RECOMMENDATION:

a) That the General Manager, Finance be directed to close the Capital Project accounts as listed on Pages 1 and 2 of Appendix "A" (attached) with accumulative excess funding in the amount of $ 1,212,071.00 to be transferred to the original source of funding.

b) That the General Manager, Finance be directed to reduce the estimated gross cost for "Novoco Gardens" (Capital Centre Number 528646014) from $ 104,240 to $ 88,700.

D. Lobo,
Commissioner,
Public Works and Traffic

Lee Ann Coveyduck,
General Manager,
Community Planning and
Development Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The capital project accounts listed on Appendix "A" are inactive accounts. Payment of the City's share of servicing costs is complete and no further payments are required. It is therefore necessary to close the capital project accounts so that the available balance for each account, which accumulative amount totals $ 1,212,071.00 can be transferred back to its original source of funding for financing the City's share of servicing costs in future developments.

Cont'd...

Closure of Various City's Share of Services in Subdivision Accounts (CPD-99004)

Cont'd...

If the accounts were left open, then the General Manager of Finance would be required to carry the unused balance for each account into the budget for the following year.

BACKGROUND:

The City of Hamilton will cost share with a developer for subdivision works when the development satisfies the City's policy for cost sharing. In those cases, the City's share of servicing costs is financed from the Reserve for Services Through Unsubdivided Lands account. The amount of the City's share for a development is calculated based on estimated construction costs. A capital project account is established for each subdivision and the estimated amount to be financed by the City is transferred from the Reserve for Services Through Unsubdivided Lands account to the capital project account. Payment of the City's share of servicing costs is drawn from the capital project account established for each subdivision.

The attachment labeled as Appendix "A" shows a listing of capital project accounts, assigned to various subdivisions for the years 1984, 1987, 1988, 1989, 1990, 1991, 1992, 1994 and 1995. The listing shows the amount originally financed by the City for each subdivision as well as the total amount spent by the City and lastly the balance remaining in each account for the listed subdivisions.

Payment of the City's share of servicing costs for the subdivisions listed on Appendix "A" is now complete and there are no further payments required by the City from these accounts. As these accounts are now inactive, staff recommends at this time, that the General Manager of Finance close the capital project accounts for each subdivision listed on Appendix "A" and that the accumulative excess funding in an amount of $ 1,212,071.00 be transferred to the original source of funding.

Payment of the City's share of works outstanding at this time in "Novoco Gardens" is related to fencing costs only. The City's share of the fencing cost will not exceed $ 2,000. Therefore, staff recommends that the gross cost for "Novoco Gardens" be reduced to $ 88,700 from $ 104,240 thus reducing the available balance from $ 17,539 to $ 2,000.

MJI:
cc: N. Adhya, Treasury Department

Appendix "A"

City of Hamilton

City's Share of Services in Subdivisions

Source of Financing:
Reserve for Services Through Unsubdivided Lands

Capital Centre Number	Council Approval Year/Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available (Overdraft)
For the Year	**1984**			
528446002	Cardinal Heights Addition No 6	1,120.00	745.56	374.44
	Totals For the Year 1984	**$1,120.00**	**$745.56**	**$374.44**
For the Year	**1987**			
528746022	Realign Stone Church - Horning	380,000.00	119,932.19	260,067.81
	Totals For the Year 1987	**$380,000.00**	**$119,932.19**	**$260,067.81**
For the Year	**1988**			
528846003	Abby Hill Farm - Kennedy Court	25,250.00	24,459.75	790.25
528846005	Templemead No 2 Phase 5	73,020.00	58,474.50	14,545.50
528846011	Wellington Chase Phase 2 - roads & fencing	107,680.00	28,161.71	79,518.29
528846015	Templemead No 1 Phase 2	318,380.00	239,273.46	79,106.54
528846018	Oakdale Estates Phase 1	166,870.00	166,871.82	(1.82)
528846020	Oakdale Estates Phase 2	57,780.00	52,340.07	5,439.93
528846021	Oakdale Estates Phase 3	34,400.00	29,578.31	4,821.69
528846025	Almas Gardens Phase 5	75,720.00	75,722.00	(2.00)
528846026	Wisemount Forest Survey	4,280.00	3,794.00	486.00
528847003	Abby Hill Farm Phase 1 - swrs/wtrmns	83,650.00	67,667.02	15,982.98
	Totals For the Year 1988	**$947,030.00**	**$746,342.64**	**$200,687.36**
For the Year	**1989**			
528946004	Oakdale Estates Phase 4	130,750.00	83,840.64	46,909.36
528946007	Stoneridge Estates	188,490.00	167,884.08	20,605.92
528946017	Eastgate Heights	153,460.00	107,793.69	45,666.31
528946018	Chain Link Fence - 50 Fiona Crescent	800.00	0.00	800.00
528947002	Eastgate Heights - swrs/wtrmns	20,000.00	17,673.51	2,326.49
528947003	Anchor Road Industrial Park - swrs/wtrmns	23,070.00	0.00	23,070.00
	Totals For the Year 1989	**$516,570.00**	**$377,191.92**	**$139,378.08**
For the Year	**1990**			
529046015	Aquino Gardens Phase 1	162,730.00	136,373.95	26,356.05
529046021	Beaverton Estates	219,940.00	219,940.00	0.00
529046022	Effort Gardens	194,030.00	0.00	194,030.00
529046024	Coventry Gardens	316,500.00	254,526.38	61,973.62
529046025	Abby Hill Farm Phase 2	41,130.00	37,422.79	3,707.21
529047006	Coventry Gardens - swrs/wtrmns	206,640.00	192,294.94	14,345.06
	Totals For the Year 1990	**$1,140,970.00**	**$840,558.06**	**$300,411.94**
	Totals For Page 1	**$2,985,690.00**	**$2,084,770.37**	**$900,919.63**

Appendix "A"

City of Hamilton

City's Share of Services in Subdivisions

Source of Financing:
Reserve for Services Through Unsubdivided Lands

Capital Centre Number	Council Approval Year/Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available (Overdraft)
For the Year	**1991**			
529146023	Peace Manor Subdivision	24,950.00	17,876.43	7,073.57
529146027	Crerar Place	15,130.00	8,617.00	6,513.00
529146031	Orchard Park Estates Phase 1	102,090.00	96,815.43	5,274.57
529147007	Orchard Park Estates Phase 1 - swrs/wtrmns	144,140.00	143,452.62	687.38
	Totals For the Year 1991	**$286,310.00**	**$266,761.48**	**$19,548.52**
For the Year	**1992**			
529246001	Gardens of Rymal Phase 2	378,840.00	252,669.33	126,170.67
529246003	Blossom Estates	118,240.00	0.00	118,240.00
529246006	Rymal Square Estates Phase 2 - rds/wks	13,580.00	10,607.15	2,972.85
529246010	Rymal Square Estates Phase 3	59,630.00	55,040.21	4,589.79
529246012	Edan Heights Phase 3	2,250.00	0.00	2,250.00
529247008	Gardens of Rymal Phase 2 -swrs/wtrmns	31,270.00	18,443.12	12,826.88
529346016	Wisemount Estates Phase 3	16,690.00	14,004.65	2,685.35
529346017	Allison Estates Phase 1	92,060.00	84,724.17	7,335.83
529346018	Orchard Park Estates Phase 2	7,100.00	6,198.96	901.04
529346019	Orchard Park Estates Phase 3	15,760.00	14,192.61	1,567.39
529346021	Highridge South Phase 1	177,390.00	178,820.55	(1,430.55)
529347004	Allison Estates Phase 1 - swrs/wtrmns	94,400.00	94,400.00	0.00
529347005	Highridge South Phase 1 - swrs/wtrmns	52,350.00	52,371.92	(21.92)
	Totals For the Year 1992	**$1,059,560.00**	**$781,472.67**	**$278,087.33**
For the Year	**1994**			
529446003	Wisemount Estates Phase 4	21,750.00	22,243.07	(493.07)
529446007	Highridge South Phase 2	9,870.00	5,505.49	4,364.51
529446011	Wisemount Estates Phase 6	37,880.00	35,831.74	2,048.26
	Totals For the Year 1994	**$69,500.00**	**$63,580.30**	**$5,919.70**
For the Year	**1995**			
529546015	Orchard Park Estates Phase 4	28,850.00	22,882.93	5,967.07
529546016	Estates of Wisemount & Eden Phase 3 - walks	6,000.00	4,371.25	1,628.75
	Totals For the Year 1995	**$34,850.00**	**$27,254.18**	**$7,595.82**
	Grand Totals For All Years	**$4,435,910.00**	**$3,223,839.00**	**$1,212,071.00**

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 3, 1999
9:30 o'clock a.m.
Room 233, City Hall

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held April 19, 1999

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Parking Regulations

(a) Parking Regulations on both sides of Hepburn Crescent from Jewel Street to the westerly limit

(b) Parking Regulations on the south side of Hunter Street East between East Avenue South and Emerald Street South

(c) Parking Regulations on the west side of MacNab Street North, north of Vine Street

(d) Parking Regulations on Ontario Avenue, south of Main Street East

(e) Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 174 Julian Avenue

(f) Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 16 Mars Avenue

(g) Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 85 Somerset Avenue

(h) Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident at No. 352 Fairfield Avenue

C. GENERAL MANAGER OF CORPORATE SERVICES

Real Estate Division

(a) Declaration of Surplus Property – One Foot Reserve
Annabelle Street, Hamilton – Parts 2 and 3, Plan 62R-14047

Monday, April 19, 1999
9:30 o'clock a.m.
Room 233, City Hall

A.

The Transport and Environment Committee met.

There were present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Alderman T. Anderson
Alderman F. D'Amico
Alderman M. Kiss
Alderman A. Horwath
Alderman T. Jackson
Alderman B. Morelli

Absent: Mayor R. M. Morrow

Also Present:
Alderman M. Caplan
Alderman R. Corsini
B. Price, Hamilton Safety Council
D. Lobo, Commissioner of Public Works and Traffic
B. Christian, Public Works and Traffic
M. Hazell, Public Works and Traffic
R. Meiers, Public Works and Traffic
H. Solomon, Public Works and Traffic
K. Extance, Community Planning and Development
A. Leitch, Transportation, Operations and Environment
T. Gill, Transportation, Operations and Environment
C. Biggs, Acting Secretary

1. DELEGATIONS

(a) Proposed Alteration of Hess Street South, between King Street West and Jackson Street, and George Street, from Hess Street South to approximately 65m Easterly

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee received a presentation from R. Meiers, Public Works and Traffic Department, on the proposed alterations. The Chairman requested if there was anyone present wishing to address the Committee, of which there was no one.

The Committee approved the following recommendation:

That the by-law to alter the roadway of Hess Street South, between King Street West and Main Street West by narrowing the pavement from the existing width of 9l0 metres to a width of 6.2 metres, Hess Street South, from Main Street West to Jackson Street by narrowing the pavement from 12.0 metres to 9.0 metres, and George Street, between Hess Street and 65 metres easterly by narrowing the pavement from 6.0 metres to 3.5 metres, be passed and enacted.

NOTE: Alderman M. Kiss recorded opposed.

(b) Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana

The Committee was in receipt of a report dated March 30, 1999 from the General Manager, Transportation, Operations and Environment, respecting the subject matter.

The Committee received a presentation from T. Gill, Senior Director of Roads, Transportation, Operations and Environment, on the proposed alterations. The Chairman requested if there was anyone present wishing to address this item. The following individuals addressed the Committee:

(i) Ms. Lynda Lukasik, resident of 148 Oakland Drive, Hamilton
(ii) Ms. Elizabeth Pawlawski, resident of 19 Delawana Drive, Hamilton
(iii) Mr. Samual DeVincent, resident of 13 Delawana Drive, Hamilton
(iv) Mr. Peter Tice, Ross and McBride, representing Cadillac Fairview Corporation.

The Committee also received a written submission from Mr. Michael Pawlawski, resident of 19 Delawana Drive.

Following discussion, the Committee agreed to refer this report back to staff with the direction that staff, the principles and the neighbourhood residents meet to find a more workable solution to the road alterations from a traffic perspective.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The Minutes of the Transport and Environment Committee held Monday, March 1, 1999 were adopted as circulated to the Committee members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 23 Augusta Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 2, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Augusta Street commencing at a point 69 feet west of Hughson Street South and extending to a point 26 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Linda MacRae, 23 Augusta Street.

(b) Cannon Street East between Kenilworth Avenue North and Ottawa Street North – Parking Regulations

The Committee was in receipt of a report dated March 29, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That parking be allowed on the north side of Cannon Street East between Kenilworth Avenue North and Ottawa Street North between 6:00 pm and 7:00 am, Monday to Friday and 24 hours a day on weekends and holidays, and that the City Traffic By-law 89-72 be amended accordingly.

(c) No. 21 Carrick Avenue – Request for a reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Carrick Avenue commencing 205 feet south of King Street East and extending to a point 28 feet southerly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Patrick Fazzari, 21 Carrick Avenue.

(d) No. 293 Catharine Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 24, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing 186 feet south of Murray Street East and extending to a point 25 feet southerly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. LiCata, 293 Catharine Street North.

(e) No. 302 Catharine Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 128 feet south of Murray Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Schirripa, 302 Catharine Street North.

(f) Apartment Building at No. 122 Charles Street - Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated March 24, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.
The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, eight Time Limit Exemption Permits to each of the first eight eligible applicants residing in the apartment building at No. 122 Charles Street.

(g) No. 383 Fairfield Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 24, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 218 feet north of Vansitmart Avenue and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Poaps, 383 Fairfield Avenue.

(h) No. 67 Francis Street – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Francis Street commencing at a point 114 feet west of Cheever Street and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(i) Parking Regulations on Glennie Avenue between Britannia Avenue and the southerly end

The Committee was in receipt of a report dated April 6, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Glennie Avenue between Britannia Avenue and the southerly end be replaced with a "No Parking" regulation on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

(j) Amcan Castings Limited, 10 Hillyard Street – Parking Regulations

The Committee was in receipt of a report dated March 24, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman B. Morelli, the Committee agreed to table this item.

(k) No. 323 Jackson Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Jackson Street West commencing at a point 99 feet west of Pearl Street South and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Pratt, 323 Jackson Street West.

(l) No. 136 Julian Avenue – Request to remove an existing "Permit Parking" Regulation

The Committee was in receipt of a report dated March 24, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Julian Avenue commencing 102 feet north of Roxborough Avenue and extending to a point 23 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(m) Apartment Building at No. 972 King Street West - Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated March 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, 11 Time Limit Exemption Permits to each of the first 11 eligible applicants residing in the apartment building at No. 972 King Street West.

(n) No. 275 Paling Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 31, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Paling Avenue commencing at a point 705 feet south of Barton Street East and extending to a point 20 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(o) Pearson Drive - Parking Regulations

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "No Parking" regulation be implemented on the north and east sides of Pearson Drive commencing 152 feet west of Pompano Court and extending to a point 132 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(p) Poulette Street between Hunter Street West and Melbourne Street – Parking Regulations

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Poulette Street between Hunter Street West and Melbourne Street be replaced with a "No Parking" regulation on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

(q) No. 34 Strachan Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Strachan Street West commencing 62 feet east of MacNab Street North and extending to a point 20 feet easterly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Wayne Dion, 34 Strachan Street West.

(r) No. 21 Vansitmart Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated February 25, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Vansitmart Avenue commencing at a point 230 feet west of Harmony Avenue and extending to a point 22 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(s) No. 14 Wexford Avenue North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Wexford Avenue North commencing at a point 139 feet north of Main Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Carol Peters, 14 Wexford Avenue North.

ii. Intersection Control

(a) Intersection of Behan Street and Brendan Court – Intersection Control

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Brendan Court be required to stop for eastbound and westbound traffic on Behan Street, and that the City Traffic By-law 98-72 be amended accordingly.

(b) Intersection of Benjamin Drive and Theodore Drive – Intersection Control

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Theodore Drive be required to stop for northbound and southbound traffic on Benjamin Drive, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersections of Corinaldo Drive and Fano Drive - Intersection Control**

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Corinaldo Drive be required to stop for eastbound and westbound traffic on Fano Drive and that eastbound traffic on Corinaldo Drive be required to stop for northbound and southbound traffic on Fano Drive, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Intersection of Dunkirk Drive and Ferndale Avenue – Intersection Control**

The Committee was in receipt of a report dated March 29, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Dunkirk Drive and Ferndale Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

(e) **Intersection of Jeremy Street and Chipman Avenue – Intersection Control**

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Jeremy Street be required to stop for eastbound and westbound traffic on Chipman Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Ferguson Avenue North and Wilson Street - School Crossing Guard Request**

The Committee was in receipt of a report dated March 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Ferguson Avenue North and Wilson Street during the morning and evening school crossing periods only; and,

(b) That consideration be given in the 2000 Current Budget process for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location.

(b) Supply of Pedestrian Signal Heads, Vehicle Signal Heads and Pedestrian Pushbuttons

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of pedestrian signal heads and vehicle signal heads required during 1999 by the Traffic Division, being the lowest acceptable bid received in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $200,000 be financed through the Traffic Signals Materials Account No. CH-56152-75999.

(c) Supply and Delivery of Traffic Sign Posts and Hardware

The Committee was in receipt of a report dated March 22, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued to McKeough Supply Inc., Hamilton, Ontario, Modern Ornamental Iron Works, Hamilton, Ontario and Mechanical Advertising, Oshawa, Ontario, for the supply and delivery of traffic sign poles and hardware as and when required during 1999 by the Public Works and Traffic Department, with an estimated expenditure in 1999 of approximately $350,000, to be financed through the Traffic Signs Materials Account No. CH-56154-75999.

(d) Supply and Delivery of Traffic Signal Controllers

The Committee was in receipt of a report dated March 26, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued to Intrex Inc, St. Albert, Alberta, and to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of traffic signal controllers and associated equipment required during 1999 by the Traffic Division, being the acceptable bids received in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $500,000 be financed through the Traffic Signals Materials Account No. CH-56152-75999.

(e) James Street North between Barton Street and Murray Street - Parking Meter Duration

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the duration of the existing parking meters on both sides of James Street North between Barton Street and Murray Street be changed from one hour to two hours, and that City Traffic By-law 89-72 be amended accordingly.

(f) Rosslyn Avenue North, north of Main Street East - Parking Meter Duration

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the duration of the two existing parking meters on the east side of Rosslyn Avenue North, north of Main Street East, be changed from one hour to three hours, and that City Traffic By-law 89-72 be amended accordingly.

(g) St. Michael's School, 135 Hester Street – Request for a School Bus Loading Zone

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 am to 6:00 pm, Monday to Friday" regulation be implemented on the north side of Hester Street, commencing 146 feet east of Deschene Avenue and extending to a point 118 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(h) Dowsar Marine Supplies, 522 James Street North – Request to Revise the Hours of a Loading Zone

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the hours of the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Macauley Street East commencing 115 feet east of James Street North and extending to a point 36 feet easterly therefrom be revised, such that the regulation is in effect from 9:00 am to 7:00 pm, Monday to Friday, and that the City Traffic By-law 89-72 be amended accordingly.

(i) West side of Locke Street South, between Bold Street and Melbourne Street – Request to Remove a Loading Zone

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "No Parking" loading zone on the west side of Locke Street South commencing 50 feet south of the south limit of Bold Street and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(j) Royal Tavern, 94 MacNab Street North – Request for a Loading Zone

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Vine Street, commencing 68 feet east of MacNab Street North and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(k) No. 82 Pearl Street North - Request to remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated February 5, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 12:00 noon to 8:00 p.m., seven days a week" regulation on the east side of Pearl Street North, commencing at a point 32 feet south of Peter Street and extending to a point 15 feet southerly therefrom, be removed and that the City Traffic By-law be amended accordingly.

(l) Lotus Avenue, west of Upper James Street – Driveway Clearance

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "No Stopping" regulation be implemented on the north side of Lotus Avenue commencing at a point 93 feet west of Upper James Street and extending to a point 30 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(m) 1809 Upper Wentworth Street – Driveway Clearance

The Committee was in receipt of a report dated March 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" driveway clearance be implemented on the east side of Upper Wentworth Street commencing at the north edge of the driveway to 1809 Upper Wentworth Street and extending to a point 75 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(n) Turn Restriction – Dundurn Street South and Aberdeen Avenue

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the "No Right Turn on Red" restriction for northbound traffic on Dundurn Street South at Aberdeen Avenue be effective only between 07:00 and 09:00 hours, Monday to Friday, and that the City Traffic By-law 89-72 be amended accordingly.

(o) Appointment of Parking Control Officers

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

John DiMarino

(b) That the following appointments as Parking Control Officers be repealed:

Raymond Vella
Ray Baglole
Iyad Abdel-Baki
Jackie Maxwell
Jeff Danby.

(p) Neighbourhood Watch Program for the Strathcona Neighbourhood

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Strathcona Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Strathcona Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH-55301-75030.

(q) Cannon Bus Route - Bus Stop Relocations

The Committee was in receipt of a report dated April 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stop be relocated:

Route #3 Cannon

Delete -	Eastbound	Britannia Avenue, south side, 18 feet west of Cope Street (N/S); and
Add -	Eastbound	Britannia Avenue, south side, 20 feet west of Tragina Avenue (N/S); and
Delete -	Eastbound	Britannia Avenue, south side, 20 feet west of Weir Street (N/S); and

Add -	Eastbound	Britannia Avenue, south side, 20 feet west of Fairfield Avenue (N/S); and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

C. GENERAL MANAGER OF COMMUNITY PLANNINTG AND DEVELOPMENT/ COMMISSIONER OF PUBLIC WORKS

(a) **1999 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated March 30, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"GOURLEY ESTATES STAGE 2 – PHASE 1", Hamilton

City's share – NIL -, Owner's share $ 11,260.80

"THE GARDENS OF RYMAL – PHASE 5", Hamilton

City's share $ 4,927.56, Owner's share $ 230,956.25

"THE GARDENS OF RYMAL – PHASE 6", Hamilton

City's Share $ 21,709.43, Owner's Share $ 188,390.23

"PARADISE GATE ESTATES – PHASE 2", Hamilton

City's Share - NIL -, Owner's Share $ 137,597.01

"ANNABELLE PLACE, Hamilton

City's Share $ 39,283.00, Owner's Share $ 102,943.00

"ANCHOR ROAD INDUSTRIAL PARK", Hamilton

City's Share $ 67,985.00, Owner's Share $ 471,470.00

"SANDRINA GARDENS – PHASE 4" Hamilton

City's Share $ 20,294.11, Owner's Share $ 197,806.90

(b) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Gourley Estates Stage 2 – Phase 1", "The Gardens of Rymal – Phase 5", "The Gardens of Rymal" – Phase 6", "Paradise Gate Estates – Phase 2" "Annabelle Place", "Anchor Road Industrial Park", and "Sandrina Gardens – Phase 4", Hamilton, as well as any other related documents for these Subdivisions subject to the approval of the Corporate Counsel;

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered;

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owners should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing;

(e) That the City's share of services in "The Gardens of Rymal – Phase 5" ($ 4,927.56), "The Gardens of Rymal – Phase 6" ($ 21,709.43), "Annabelle Place" ($ 39,283.00), "Anchor Road Industrial Park" ($67,985.00) and "Sandrina Gardens – Phase 4" ($ 20,294.11), be approved, and that the Finance and Administration Committee recommend the source of funding.

D. COMMISSIONER OF TRANSPORTATION, OPERATIONS AND ENVIRONMENT

(a) To Incorporate Certain City Land into Various Streets by By-Laws

The Committee was in receipt of a report dated March 29, 1999 from the General Manager of Transportation, Operations and Environment.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Benjamin Drive	Parts 24, 27, 28, 29	62R-11691
Donn Avenue	Part 15	62R-8380
Elmore Drive	Block 9	62M-332
	Parts 3, 5	62R-14109
	Parts 1, 3	LT494229
Royalvista Drive	Block 66	62M-556
	Part 9	62R-14109
Theodore Drive	Parts 21, 23, 30	62R-11691

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

(c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the by-laws.

3. COMMISIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

(i) 1999-2001 Street Vendors Program

The Committee was in receipt of a report dated April 6, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Street Vendor locations be awarded for the period commencing May 1999 to December 31, 2001 to the successful proponents, one cart per location, as listed in Appendix A, attached, subject to confirmation of the following:

a) That the products offered for sale are approved by the Hamilton-Wentworth Regional Health Department; and

b) That the submitted bids remain unchanged following the review and confirmation by the Health Department; and

c) That each proponent enter into a legal agreement satisfactory to Corporate Counsel; and

d) That the City Clerk and Mayor be authorized to execute the necessary agreements.

(ii) Council Correspondence – Vendor Program for Street Locations – Authority to Issue Request for Proposals - Southeast Corner of Bay and York Streets; Bay Street at Copps Coliseum

The Committee agreed to allow the opportunity for delegations to address the Committee.

The following operators/vendors appeared before the Committee:

a) Mr. Tom Anderson, 838 Roxborough Street, Hamilton, owner/ operator of the vendor location at Copps Coliseum;

b) Mr. Ippokratis Fthenos, owner/operator of Harvestburger, located at 194 King Street West.

The Committee directed that the Ward Aldermen and staff of the Public Works Department the HECFI meet on site in an attempt to ascertain a more appropriate vendor location in the vicinity of Copps Coliseum, and report back to the Committee. The report should also include verification that the location meets the criteria in place to set up such an operation.

(b) TRAFFIC DIVISION

(a) No. 128 Cannon Street West – Request for a "Permit Parking" Permit for Railway Street

The Committee was in receipt of a report dated March 4, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved that no action be taken on the request by the resident at 128 Cannon Street West for a parking permit for Railway Street.

4. GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT DIVISION

(a) 37 Kilbride Road – Mountain Transfer Stration/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificates of Approval No. A130111(Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing) – Region of Hamilton-Wentworth

The Committee was in receipt of a report dated March 29, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee agreed to table the report.

5. OTHER BUSINESS

(a) Council Correspondence – Amendment to the Approved Fessenden Neighbourhood Plan – Proposed deletion of the walkway located between Forestgate Drive and Wendover Drive

The Committee was in receipt of a memorandum dated April 14, 199 from the Municipal Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) That the General Manager of Transportation, Operations and Environment be authorized and directed to prepare a by-law to stop up, close and sell the public walkway located between Forestgate Drive and Wendover Drive;

(b) That the General Manager of Transportation, Operations and Environment be authorized and directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

(c) That the Municipal Clerk be authorized and directed to public a notice pursuant to Section 300 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

(b) Process for Highway Closures

Staff was requested to bring a report back to the Committee on the financing of closures i.e., application costs, advertising, registration costs, etc., and who is responsible for the expenses incurred.

(c) Partial Closure of Limeridge Road at Upper Ottawa Street

(a) That a proposed road closure by-law for the closure of Limeridge Road East, immediately west of Upper Ottawa Street, to westbound vehicular traffic only, be advertised in accordance with the requirements of the Municipal Act;

(b) That the Region be notified of City Council's intention to close this section of road, subject to the outcome of the public advertising.

(d) Truck Traffic

Alderman D. Wilson requested staff to bring a report to the Committee on the present levels of police enforcement of illegal truck movements, particularly those within residential neighbourhoods.

6. ADJOURMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

ALDERMAN CHAD COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Acting Secretary
April 19th, 1999

B(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 20
File No. TEC-121-99 / Author: P. Buckle

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on both sides of Hepburn Crescent from Jewel Street to the westerly limit

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on both sides of Hepburn Crescent from Jewel Street to the westerly limit of Hepburn Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

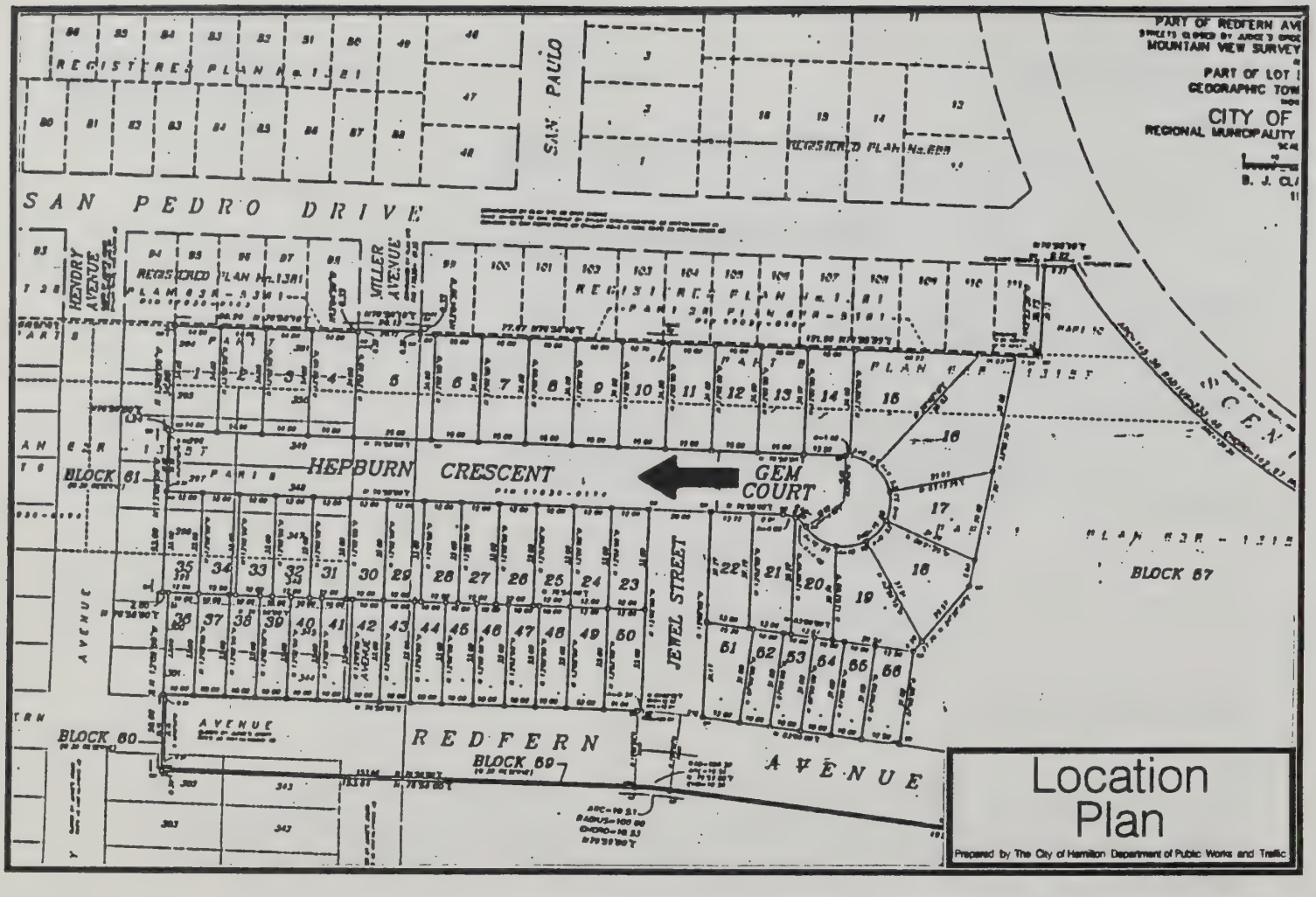
Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. These costs would be off-set to some degree by the sale of parking permits to area residents.

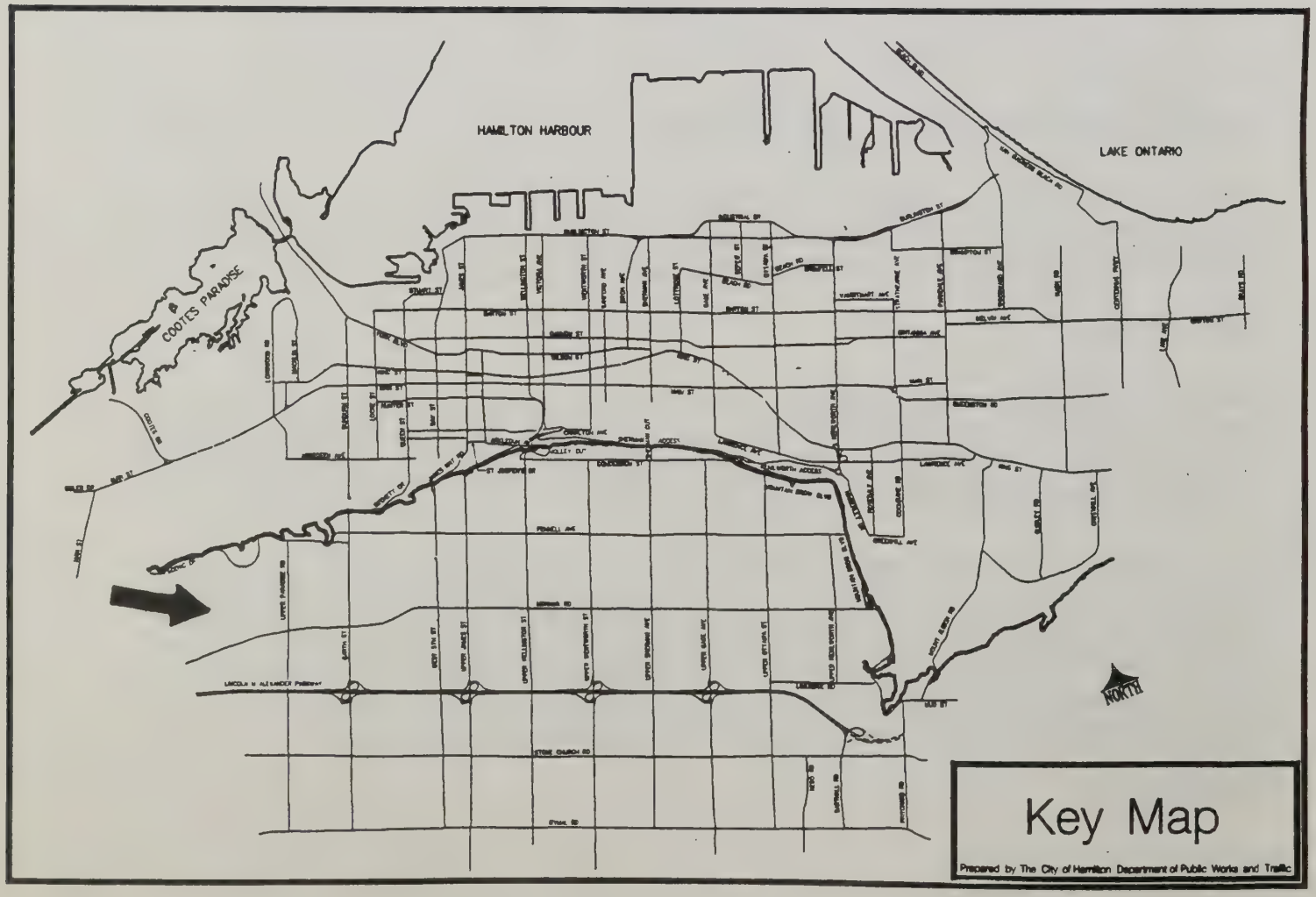
BACKGROUND:

Staff has received a petition signed by 23 of the 31 abutting residents on Hepburn Crescent, between Jewel Street and the westerly limit of Hepburn, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on both sides of the street, in this area.

Hepburn has a pavement width of 30 feet and, at present, parking is unrestricted on both sides of the street in this area. The resident that circulated the petition has expressed concerns regarding long-term non-resident parking by persons attending Chedoke-MacMaster Hospital. The implementation of the requested regulation will prohibit long-term non-resident parking. Therefore, since 74 per cent of the abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/pdb


SAN PEDRO DRIVE
HENDRY AVENUE
MILLER AVENUE
SAN PAULO
HEPBURN CRESCENT
GEM COURT
JEWEL STREET
REDFERN AVENUE
BLOCK 61
BLOCK 60
BLOCK 69
BLOCK 67
REGISTERED PLAN No.1381
REGISTERED PLAN No.888
PART OF REDFERN AVE
MOUNTAIN VIEW SURVEY
CITY OF
REGIONAL MUNICIPALITY
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 20
File No. TEC-124-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on the south side of Hunter Street East between East Avenue South and Emerald Street South

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side Hunter Street East commencing at East Avenue South and extending to a point 131 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

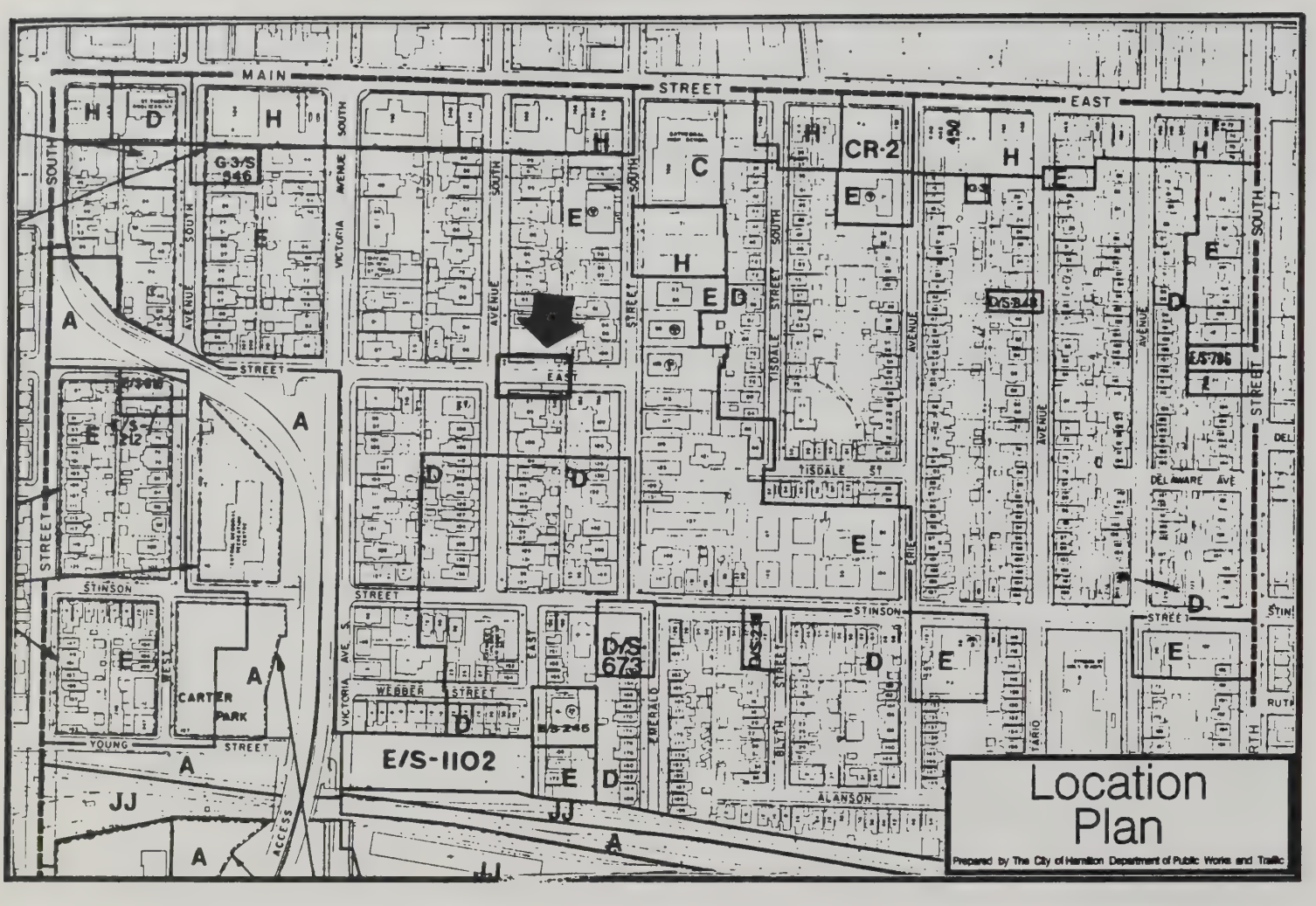
Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. These costs would be off-set to some degree by the sale of parking permits to area residents.

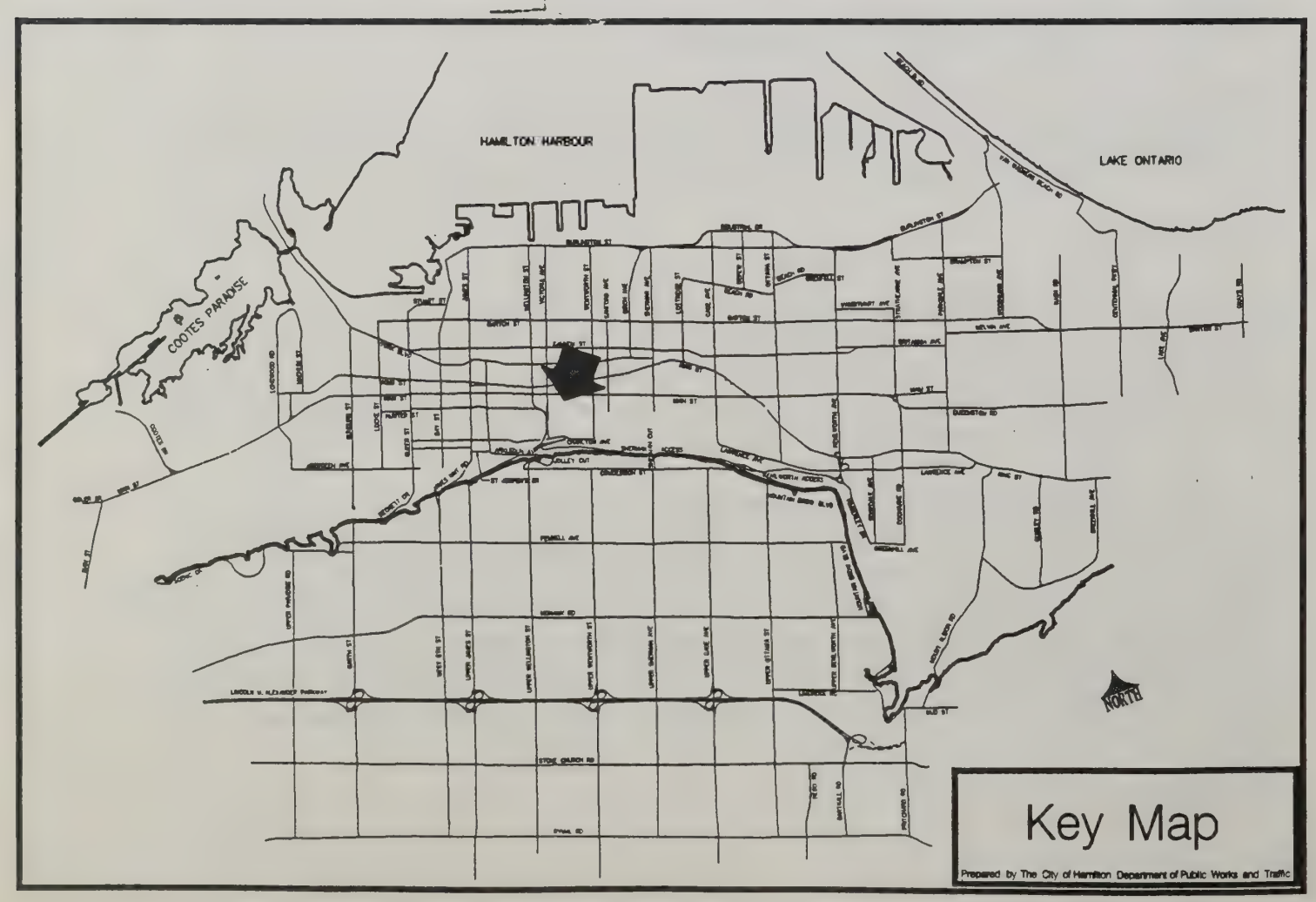
BACKGROUND:

Staff has received a petition signed by representatives of the two residential properties abutting the south side of Hunter between East and the east property line of No. 348 Hunter Street East requesting that a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side of this section of the street. Both residents are in favour of the requested regulation.

Hunter has a 29-foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking. The implementation of the requested regulation would prohibit long-term non-resident parking, and area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit regulation. Therefore, since both abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/str


MAIN STREET EAST
CR-2
E/S-1102
CARTER PARK
WEBBER STREET
YOUNG STREET
STINSON STREET
TISDALE STREET
DELAWARE AVE
ALANSON
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 14
File No. TEC-119-99 / Author: P. Buckle

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on the west side of MacNab Street North, north of Vine Street

RECOMMENDATION:

That the two existing "No Stopping - Commercial Vehicle Loading Zone" regulations on the west side of MacNab Street North, commencing 110 feet north of Vine Street and extending 20 feet northerly therefrom and commencing 150 feet north of Vine Street and extending 50 feet northerly therefrom be replaced with a single "No Stopping - Commercial Vehicle Loading Zone" regulation commencing 63 feet north of Vine Street and extending 117 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting, revising and maintaining the required signs.

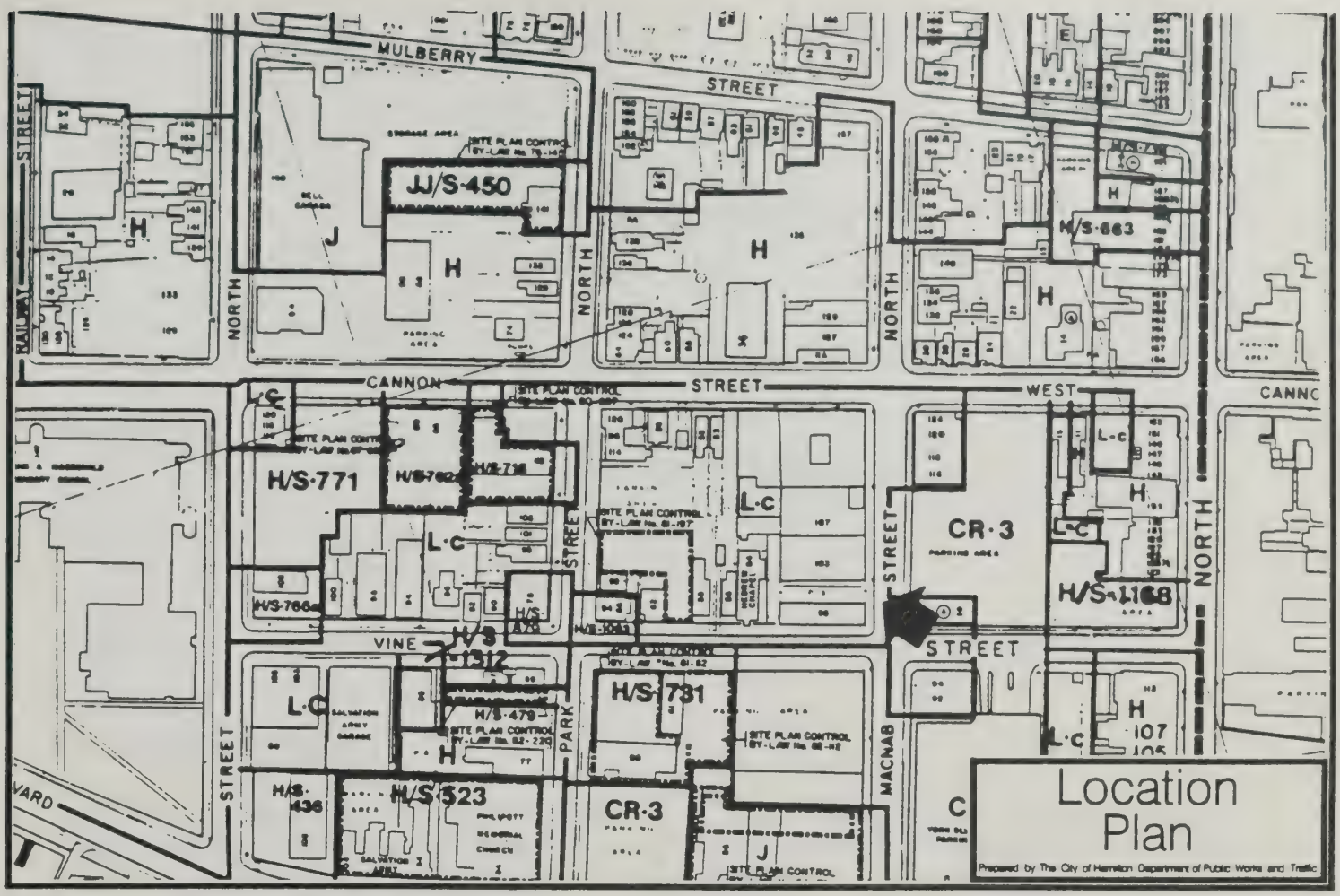
BACKGROUND:

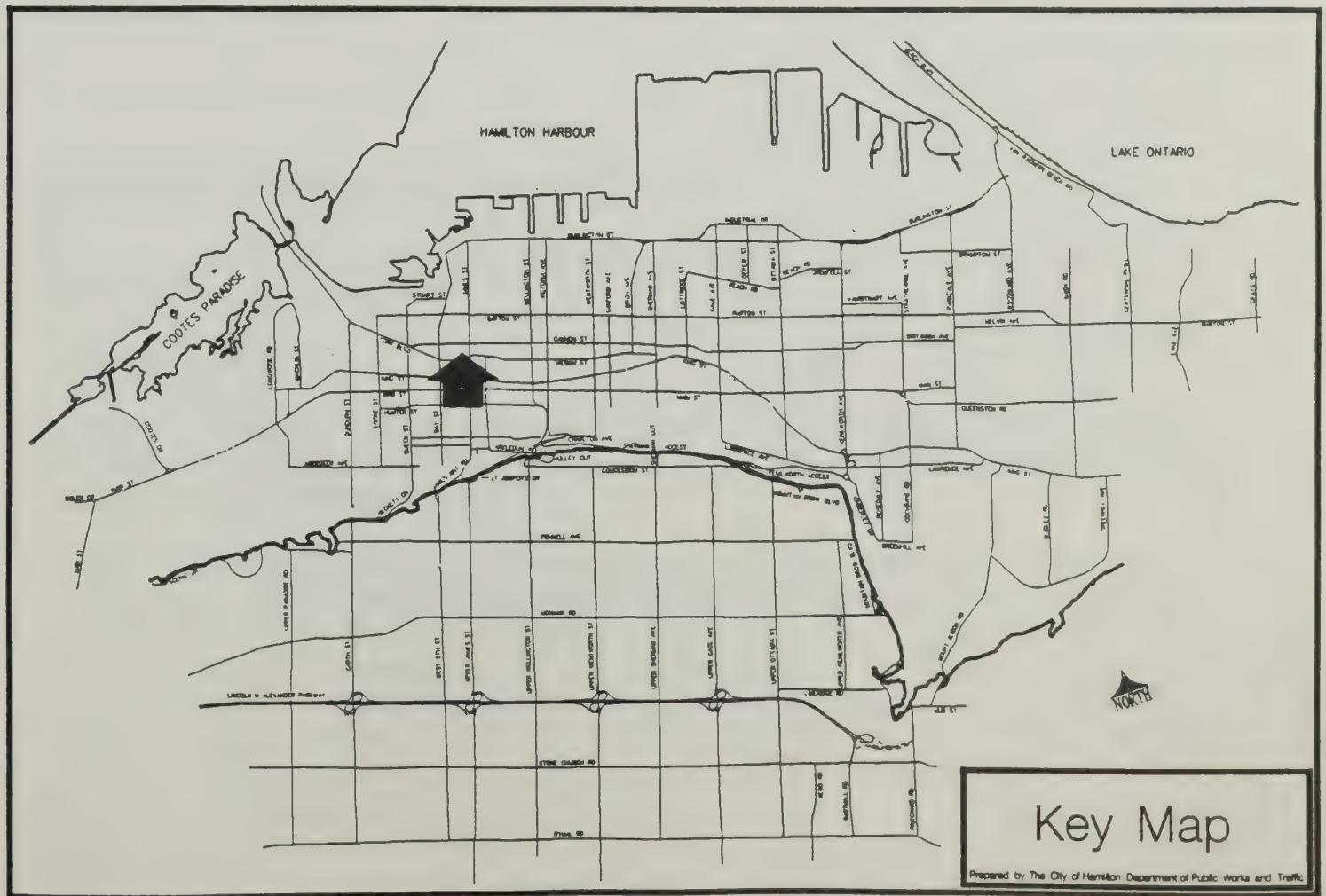
Staff has received a joint request from Mr. John Pedersen, owner of T&H Auto Electric Ltd., 99 MacNab Street North, and Mr. Peter Kong, owner of Hung Cheung Trading Co. Ltd., 95 MacNab Street North, that the two existing Commercial Vehicle Loading Zones servicing their respective business be replaced with a single Commercial Vehicle Loading Zone directly in front of T&H Auto Electric Ltd., for use by both businesses.

MacNab has a pavement width of 28 feet and, at present, there are two smaller Commercial Vehicle Loading Zones of 20 feet and 50 feet, a metered parking area and a "No Stopping" corner clearance, all on the west side of the street north of Vine.

The revision to the existing loading zones will accommodate transport trucks that routinely make deliveries to T&H Auto Electric Ltd., without obstructing the driveway access to Hung Cheung Trading Co. Ltd. The requested regulation will result in the loss of one on-street metered parking space, however, since there is metered parking remaining on both sides of the street, a Municipal parking lot on the east side of MacNab, and off-street parking available at Hung Cheung Trading Co. Ltd., staff does not anticipate any parking difficulties and, therefore, supports the request.

CVB/MBH/pdb


MULBERRY STREET
RAILWAY STREET
NORTH
JJ/S-450
H/S-663
CANNON STREET WEST
H/S-771
H/S-766
H/S-1312
VINE
L-C
CR-3
H/S-1168
NORTH STREET
H/S-731
H/S-523
H/S-436
PARK STREET
MACNAB
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(d)

City of Hamilton

- RECOMMENDATION -

DATE: 1999 April 8
File No. TEC-117-99 / Author: S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transportation and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Ontario Avenue, south of Main Street East

RECOMMENDATION:

That the existing "No Parking" regulation on the east side of Ontario Avenue commencing at Main Street East and extending to a point 134 feet southerly therefrom be shortened such that the regulation commences at Main Street East and extends to a point 113 feet southerly therefrom, and that City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

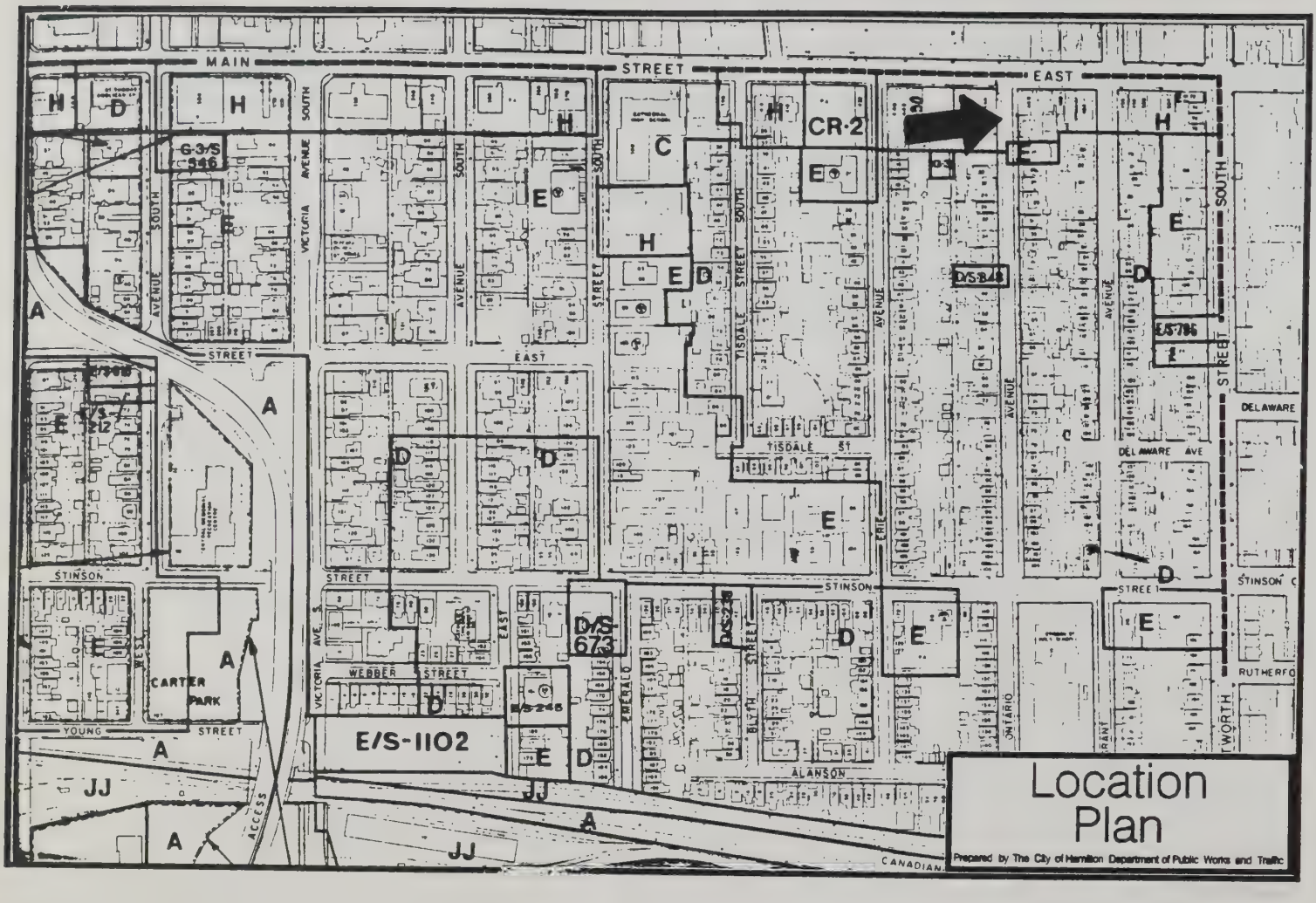
Sufficient funds are available in the 1999 operating budget to cover the cost of relocating the subject signs.

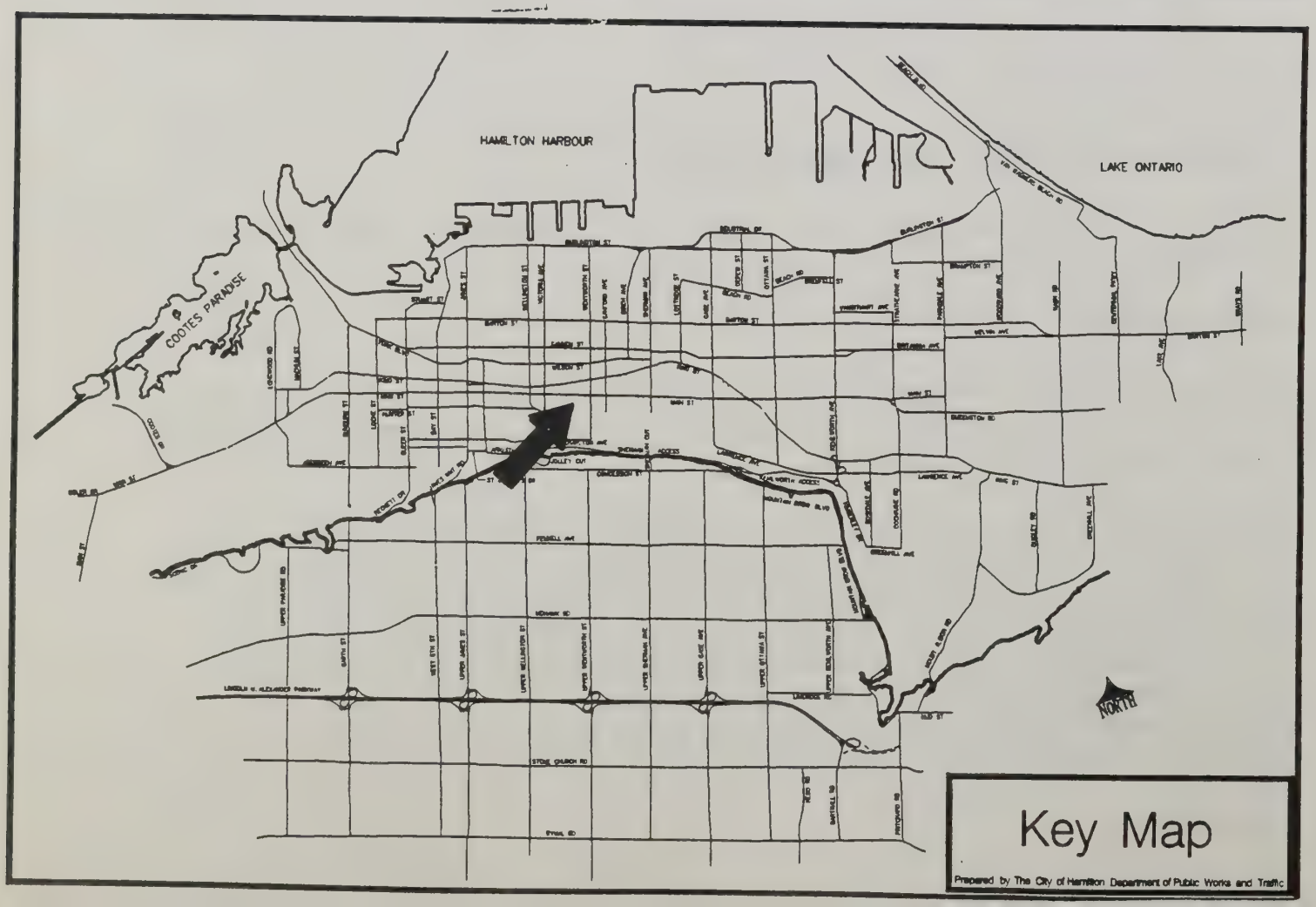
BACKGROUND:

Staff has received a request from Ms. Dianne Towers, 20 Ontario Avenue, that the existing "No Parking" regulation on the east side of Ontario, south of Main be shortened to allow on-street parking in this area.

Ontario has a 24 foot pavement width and presently, there are parking meters on the west side and a "No Parking" regulation on the east side at the northerly end of block. The remainder of the block is controlled by an "Alternate Side Parking" regulation. Staff has investigated this request and has determined that the subject "No Parking" regulation could be shortened to allow one additional parking space on the east side without affecting two-way traffic flow at the northerly end of the block. The one additional parking space would be controlled by the existing "Alternate Side Parking" regulation. Therefore, staff concurs with the request.

CVB/MBH/str


MAIN STREET EAST
CR-2
E/S-1102
CARTER PARK
STINSON STREET
YOUNG STREET
WEBBER STREET
TISDALE ST
DELAWARE AVE
ALANSON
CANADIAN
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 20
File No. TEC-122-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 174 Julian Avenue

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the east side of Julian Avenue commencing at a point 266 feet south of Britannia Avenue and extending to a point 34 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

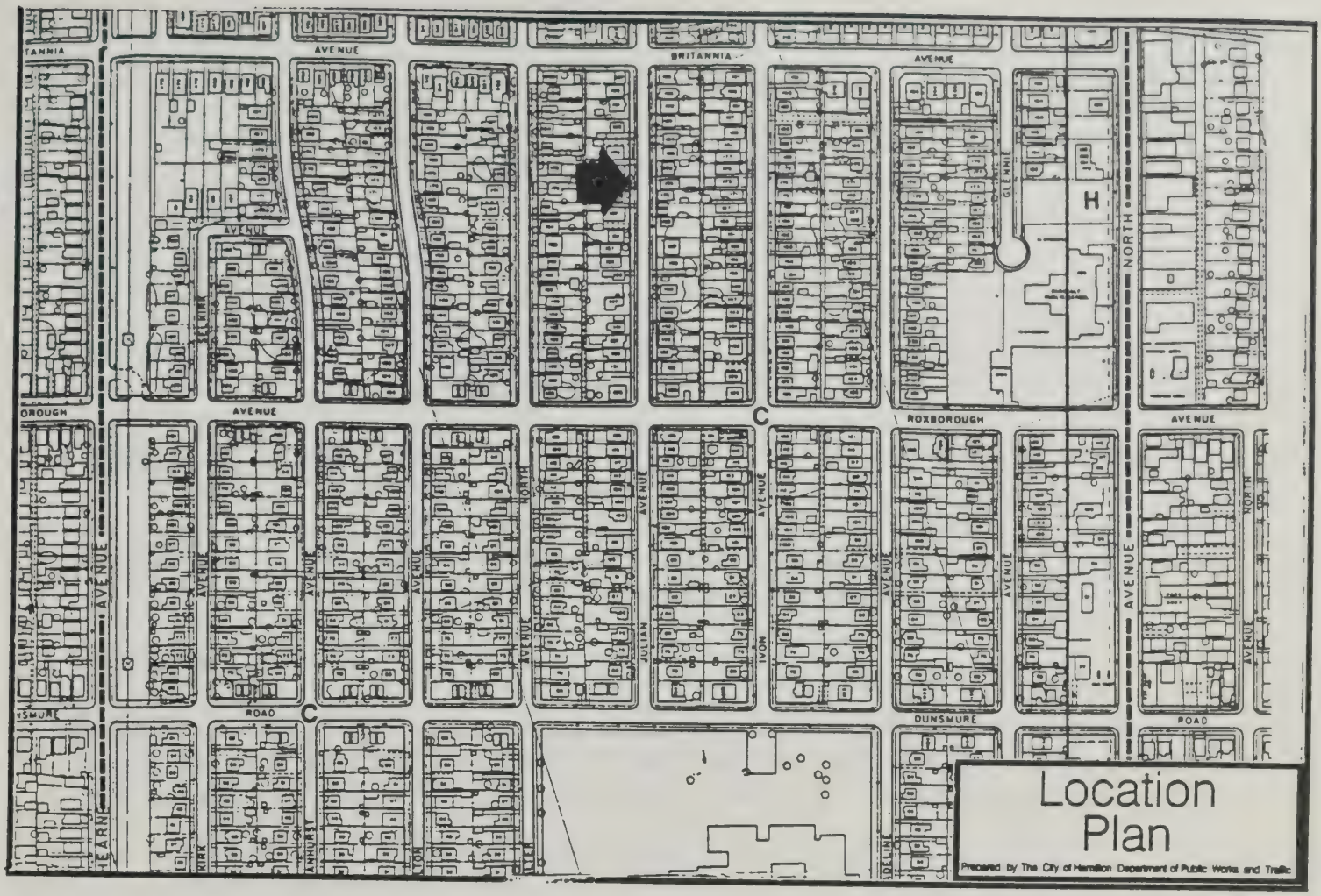
BACKGROUND:

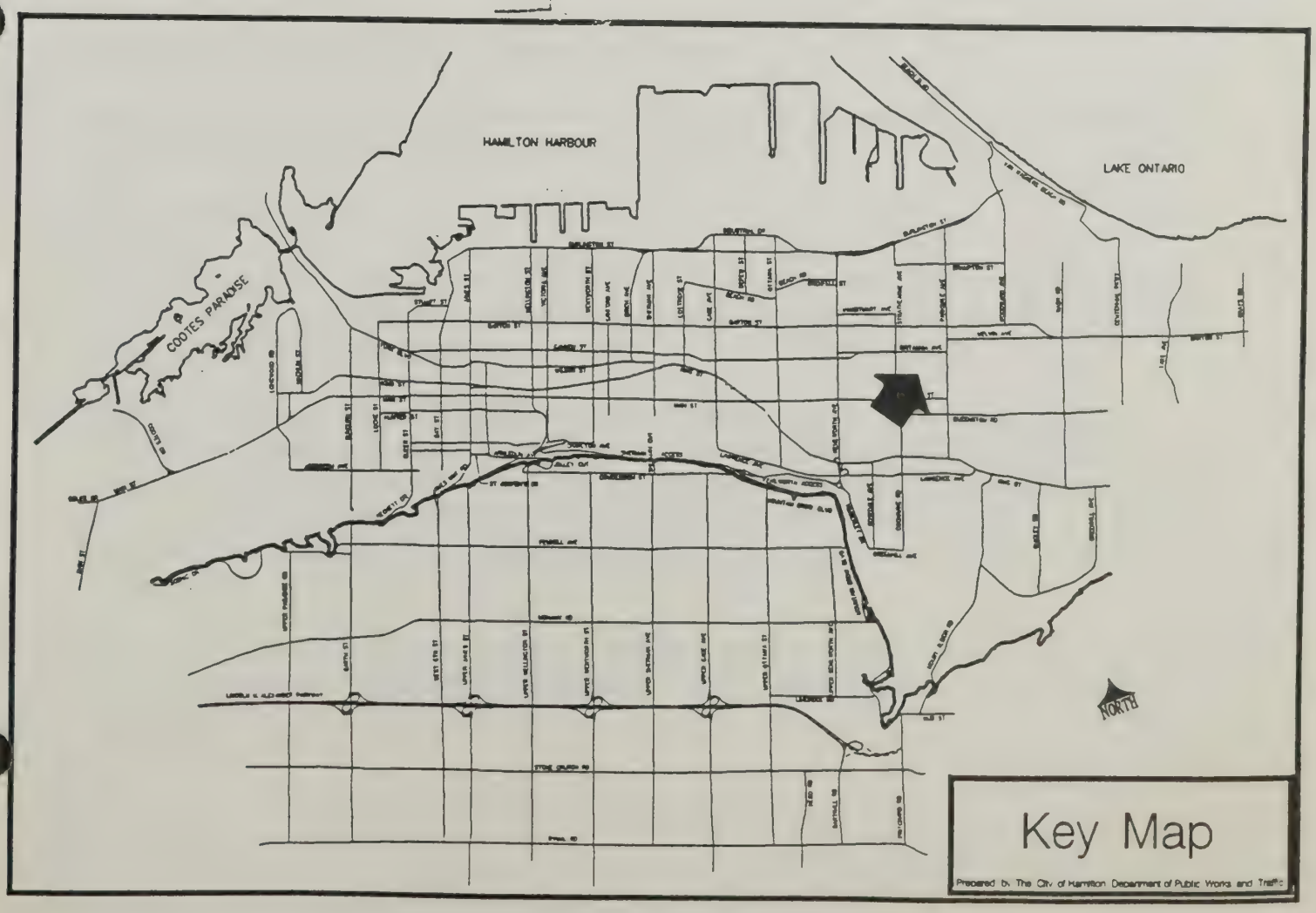
Staff has received a request from Mrs. Carla Perette, 174 Julian Avenue, that a reserved "Permit Parking" space be designated on the east side of Julian directly in front of her home since her daughter is disabled.

Julian has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mrs. Perette has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

An investigation has revealed that there is off-street parking via a driveway, however, Mrs. Perette has advised that the driveway is too narrow to allow loading and unloading of her daughter's wheelchair. Staff has confirmed that Mrs. Perette meets the City Council's policy respecting reserved "Permit Parking" spaces and therefore concurs with the request.

CVB/MBH/str


BRITANNIA
AVENUE
ROXBOROUGH
DUNSMURE
ROAD
NORTH
GLENNIE
JULIAN
IVON
IDELLINE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 19
File No. TEC-120-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 16 Mars Avenue

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing 121 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

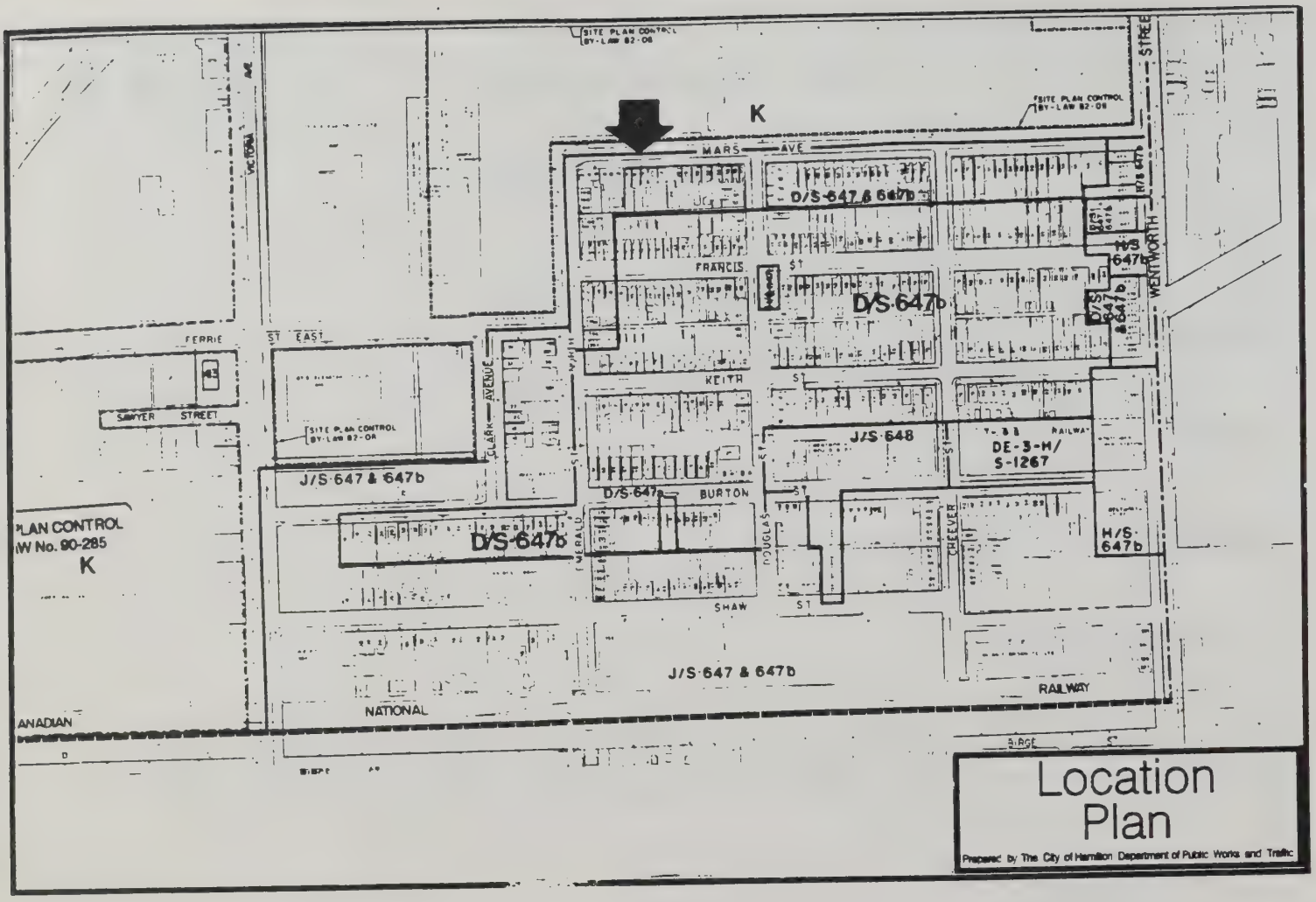
BACKGROUND:

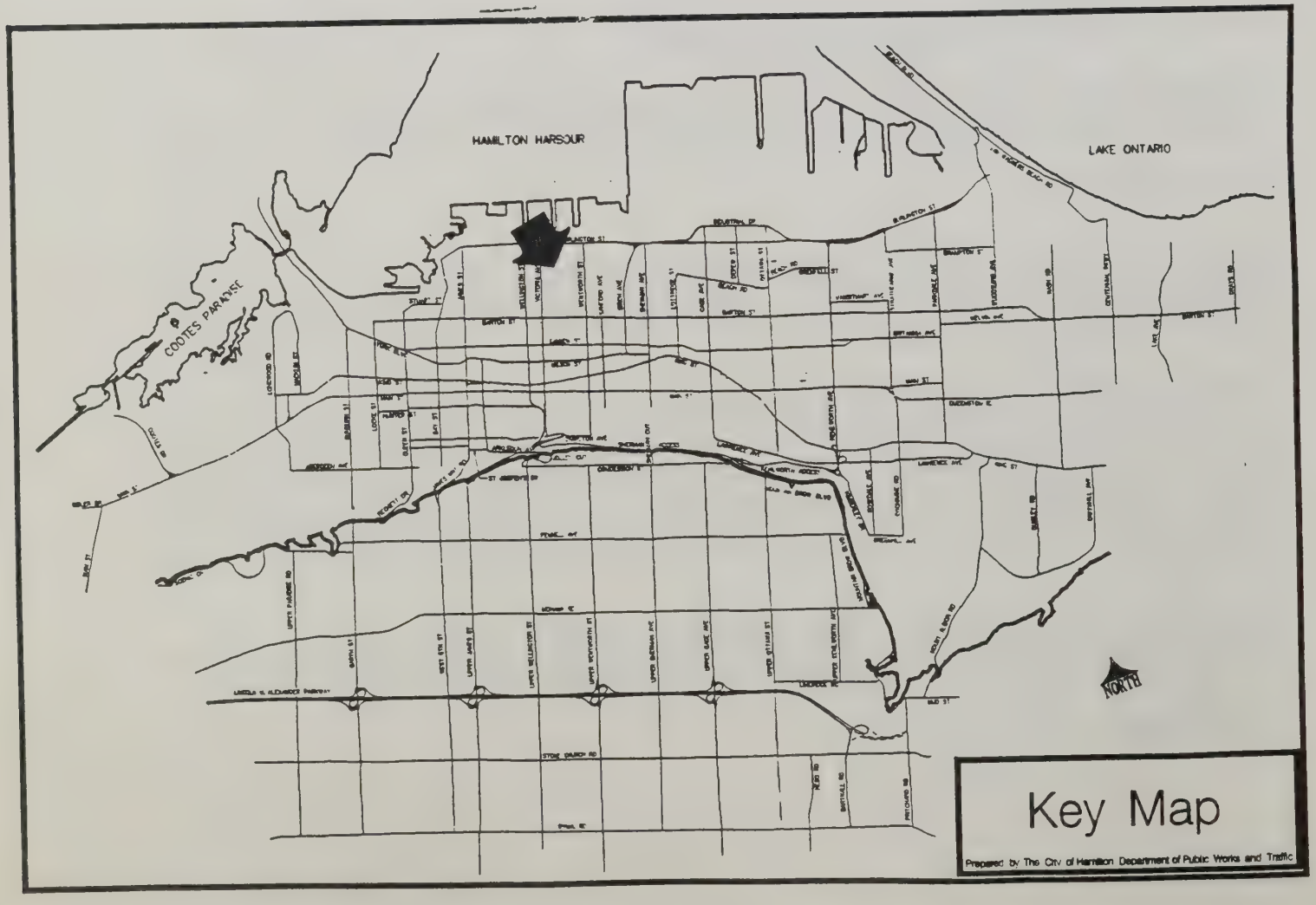
Staff has received a request from Mrs. Lupton, 16 Mars Avenue, that a reserved "Permit Parking" regulation be implemented on the south side of Mars, in front of her home, since her husband is disabled.

Mars has a 30-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. An investigation has revealed that there is a fire hydrant directly in front of No. 16 Mars Avenue. Staff has been advised that Mr. Perri, No. 14 Mars Avenue, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mr. Lupton.

Staff has confirmed that Mr. Lupton meets the requirements of City Council's policy respecting reserved "Permit Parking" spaces and therefore, concurs with the request.

CVB/MBH/str


K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
WENTWORTH STREET
FERRIE ST EAST
SAWYER STREET
SITE PLAN CONTROL BY-LAW 82-08
CLARK AVENUE
KEITH ST
J/S-648
DE-3-M/ S-1267
J/S-647 & 647b
D/S-647b
BURTON ST
GERALD
DOUGLAS ST
CHEEVER
H/S 647b
SHAW ST
J/S-647 & 647b
RAILWAY
NATIONAL
PLAN CONTROL
W No. 90-285
K
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 20
File No. TEC-123-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Request for a Reserved "Permit Parking" Space
for a Disabled Resident at No. 85 Somerset Avenue

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 222 feet west of Lottridge Street and extending to a point 21 feet westerly therefrom, and on the south side of Somerset Avenue commencing 234 feet west of Lottridge Street and extending to a point 19 westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

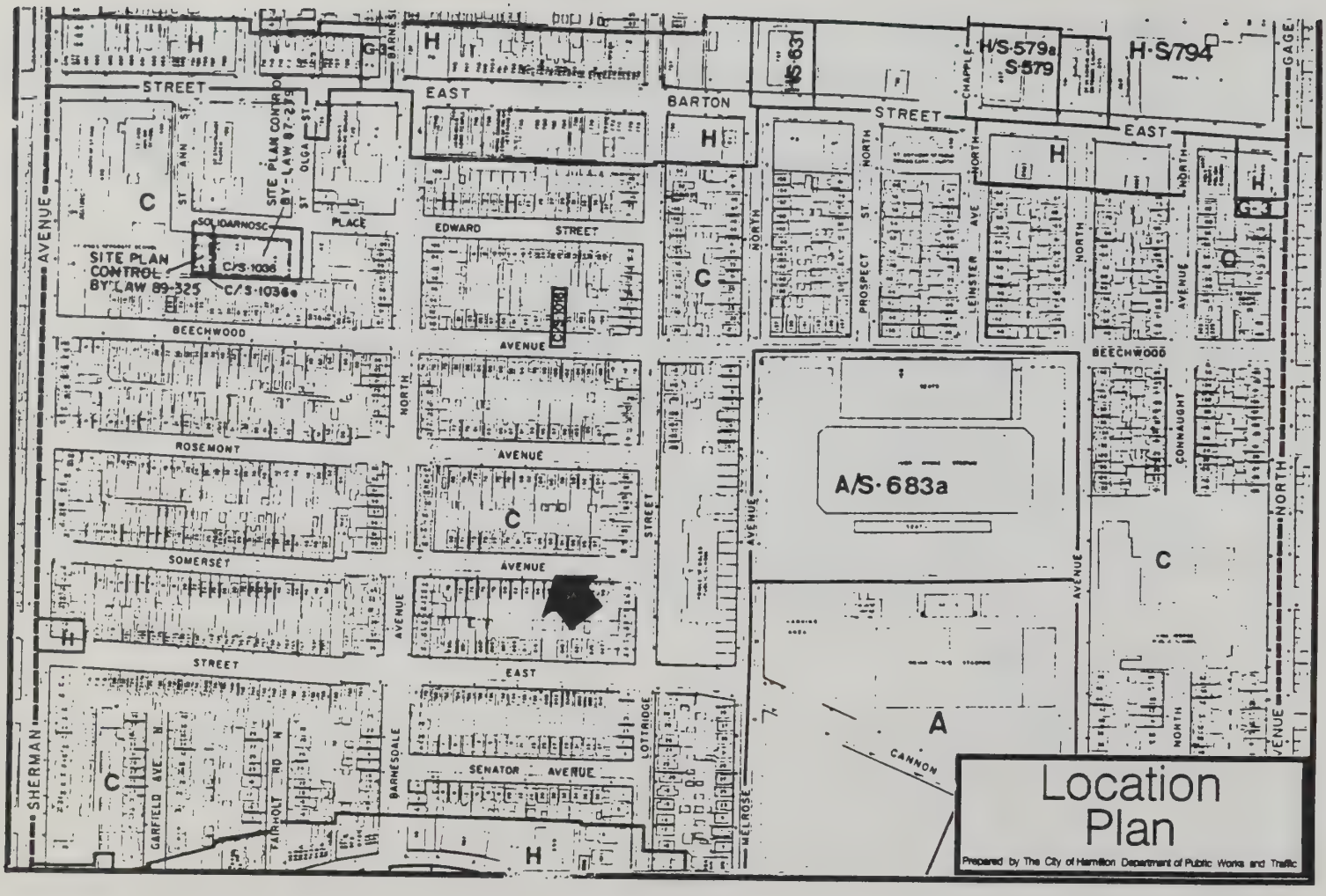
Sufficient funds are available in the 1999 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

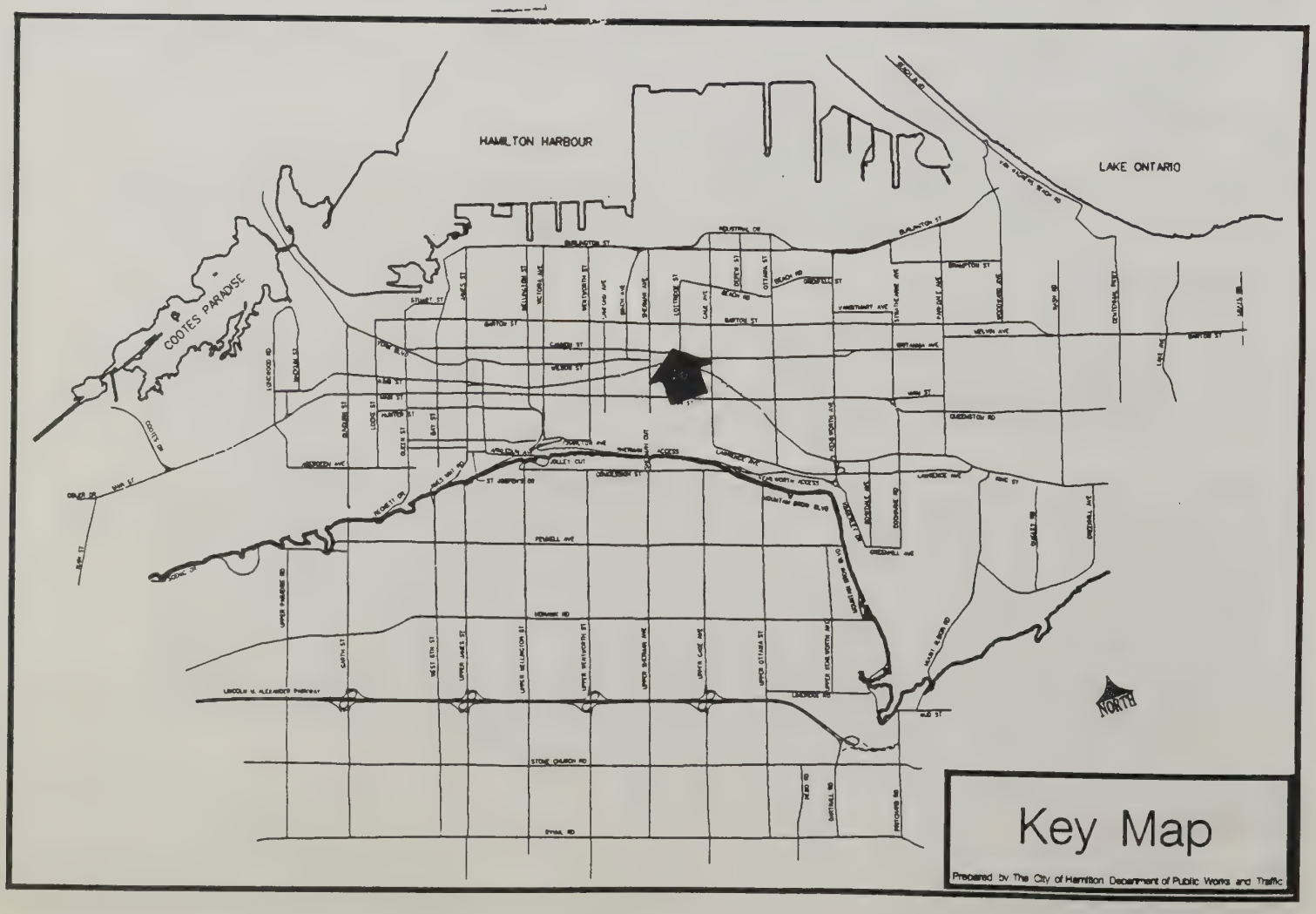
BACKGROUND:

Staff has received a request from Mrs. Berkmortel, No 85 Somerset Avenue, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from her home, since her husband is disabled.

Somerset has a 27 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round bases. Staff has been advised that Mr. Ponce, No. 86 Somerset Avenue, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mr. Berkmortel. Staff has confirmed that Mr. Berkmortel meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/str


BARTON STREET EAST
H/S-579a
S-579
H-S794
SITE PLAN CONTROL BY-LAW 87-275
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
C/S-1036a
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
A/S-683a
SENATOR AVENUE
CANNON STREET EAST
SHERMAN AVENUE
BARNESDALE AVENUE NORTH
LOTTRIDGE STREET
MELROSE AVENUE
PROSPECT ST NORTH
LEINSTER AVE NORTH
CONNAUGHT AVENUE NORTH
GAGE AVENUE NORTH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 14
File No. TEC-118-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 352 Fairfield Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue, commencing at a point 26 feet south of Vansitmart Avenue and extending to a point 20 feet southerly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

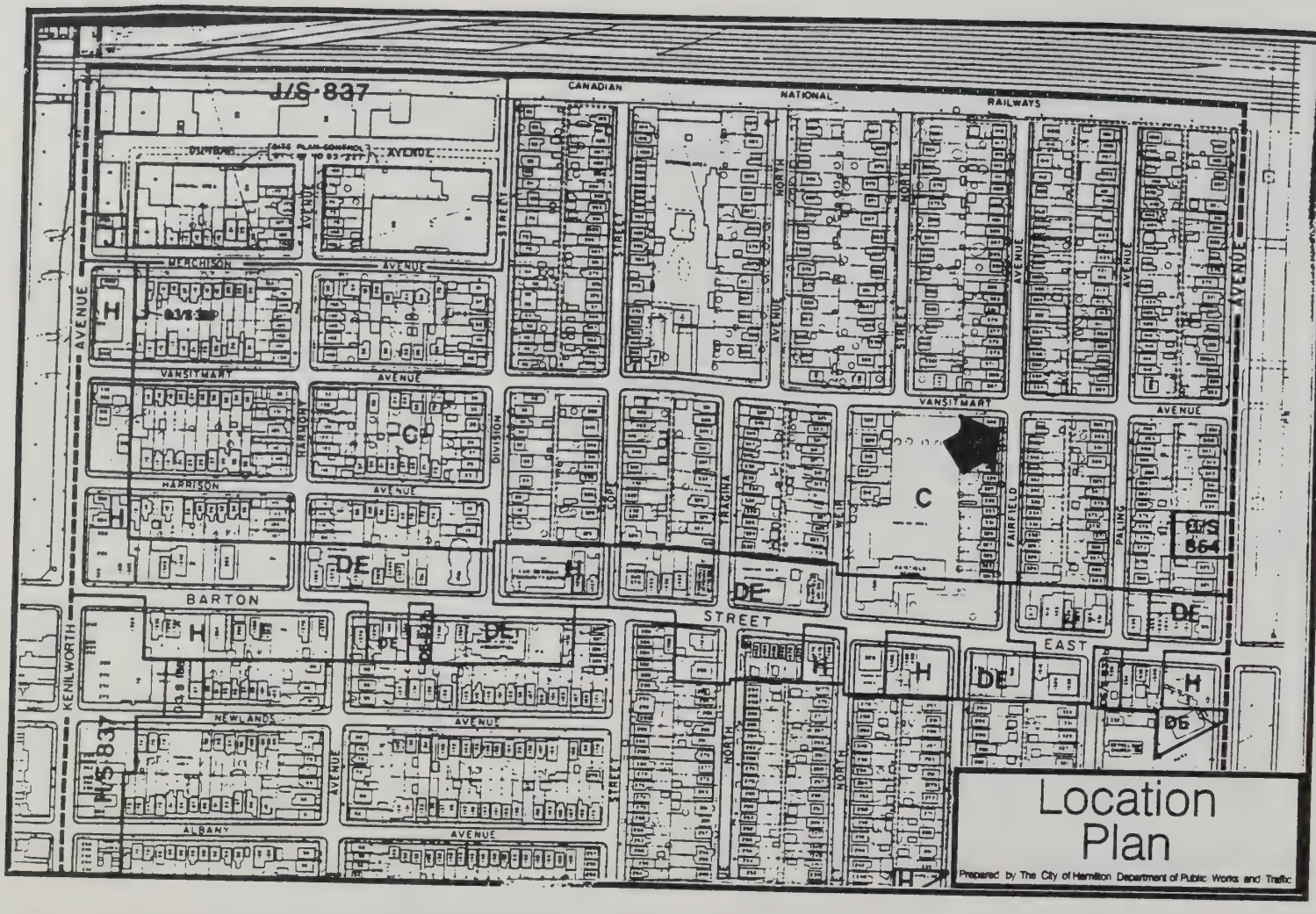
Sufficient funds are available in the 1999 operating budget to cover the cost of removing the subject signs.

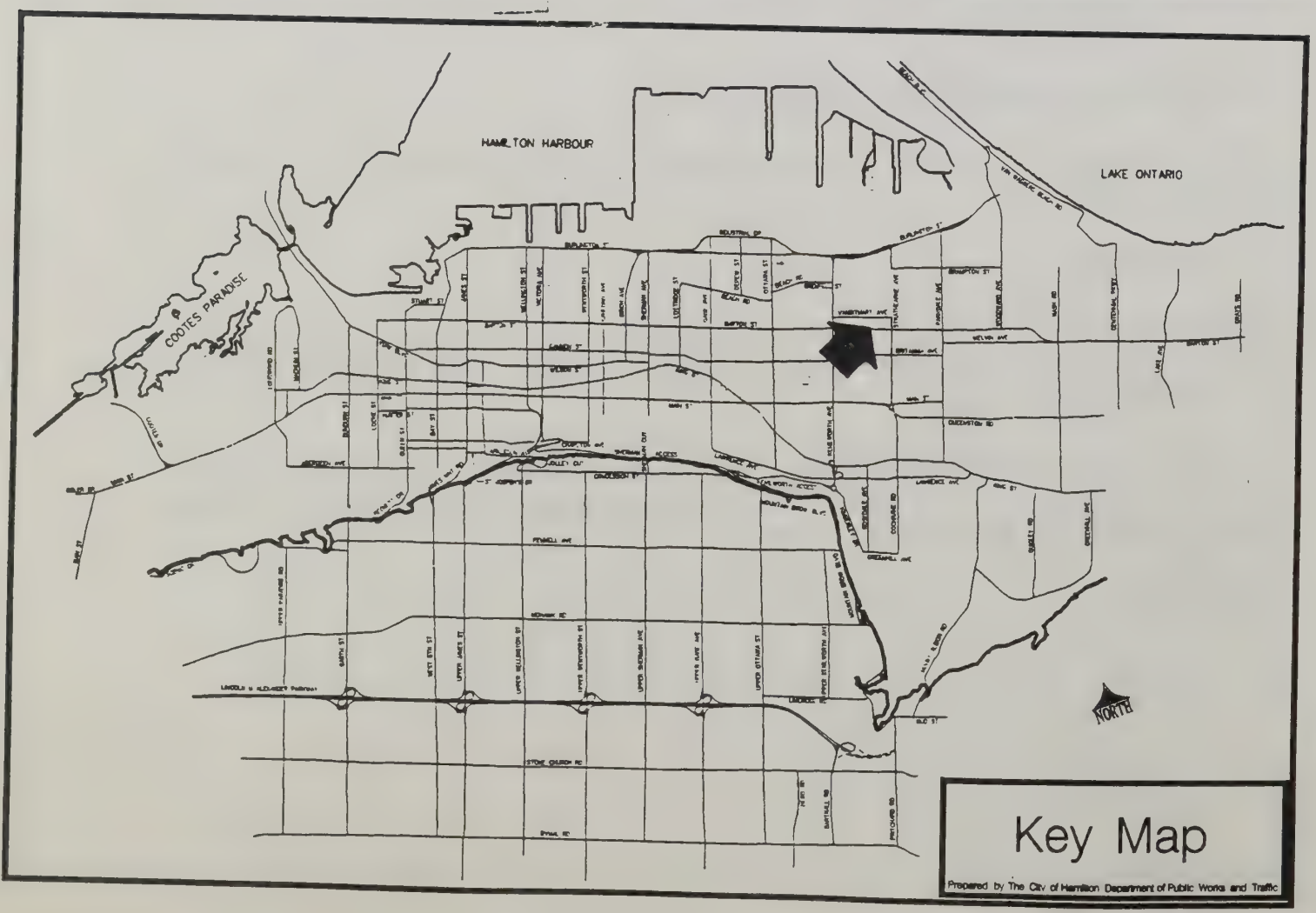
BACKGROUND:

Staff has received a request from an area resident that the existing "Permit Parking" regulation on the east side of the street in front of No. 352 Fairfield Avenue be removed as the resident has moved.

Staff has confirmed that the resident has moved and, therefore, it would be appropriate to remove the signs. The removal of the subject regulation will restore one unrestricted parking space to the east side of the street.

CVB/MBH/str


US-837
CANADIAN NATIONAL RAILWAYS
KENILWORTH AVENUE
STREET
NORTH
WEST
EAST
DIVISION
TRACONA
FAIRFIELD
PALING
DUNDURN
MACHISON
HARRISON
VANSITMART
BARTON
NEWLANDS
ALBANY
AVENUE
H
C
DE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

C(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 14

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Declaration of Surplus Property – One Foot Reserve
Annabelle Street, Hamilton – Parts 2 and 3, Plan 62R-14047

RECOMMENDATION:

(a) That a one foot reserve known as Parts 2 and 3, Plan 62R-14047, Annabelle Street, Hamilton be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That Real Estate, Legal Services Section be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.

James P. Bruzzese, General Manager of Corporate Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that the "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

This property has been circulated to all City and Regional departments and there has been no declared municipal interest.

DISCUSSION

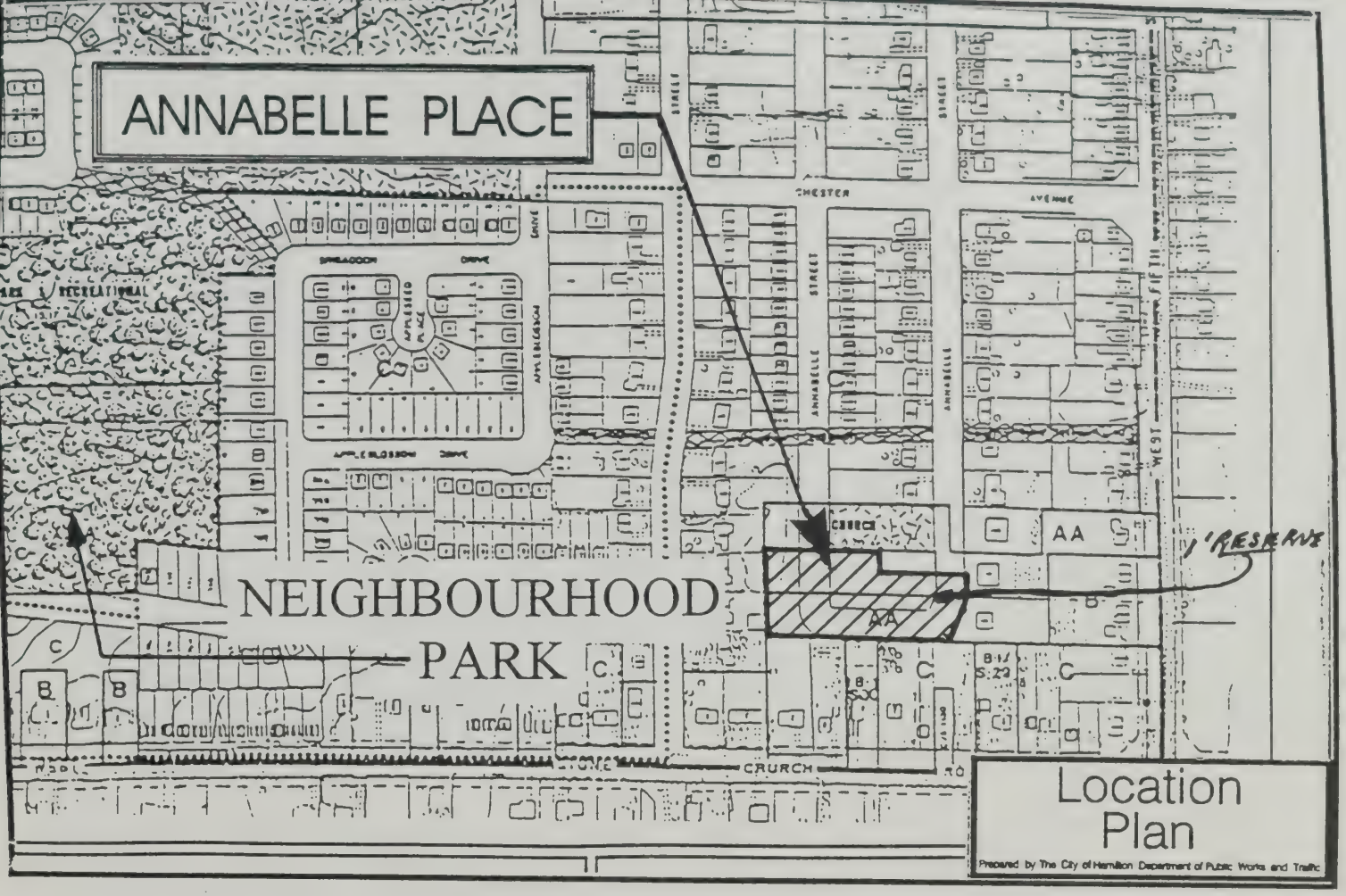
The owners of the proposed "Annabelle Place" Subdivision, Dorothy and James Zaborsky, wish to finalize their development plans and will be executing a Subdivision Agreement with the City of Hamilton in the near future. In order to do so, the one foot reserve known as Parts 2 and 3, Plan 62R-14047 must be acquired by the Zaborskys.

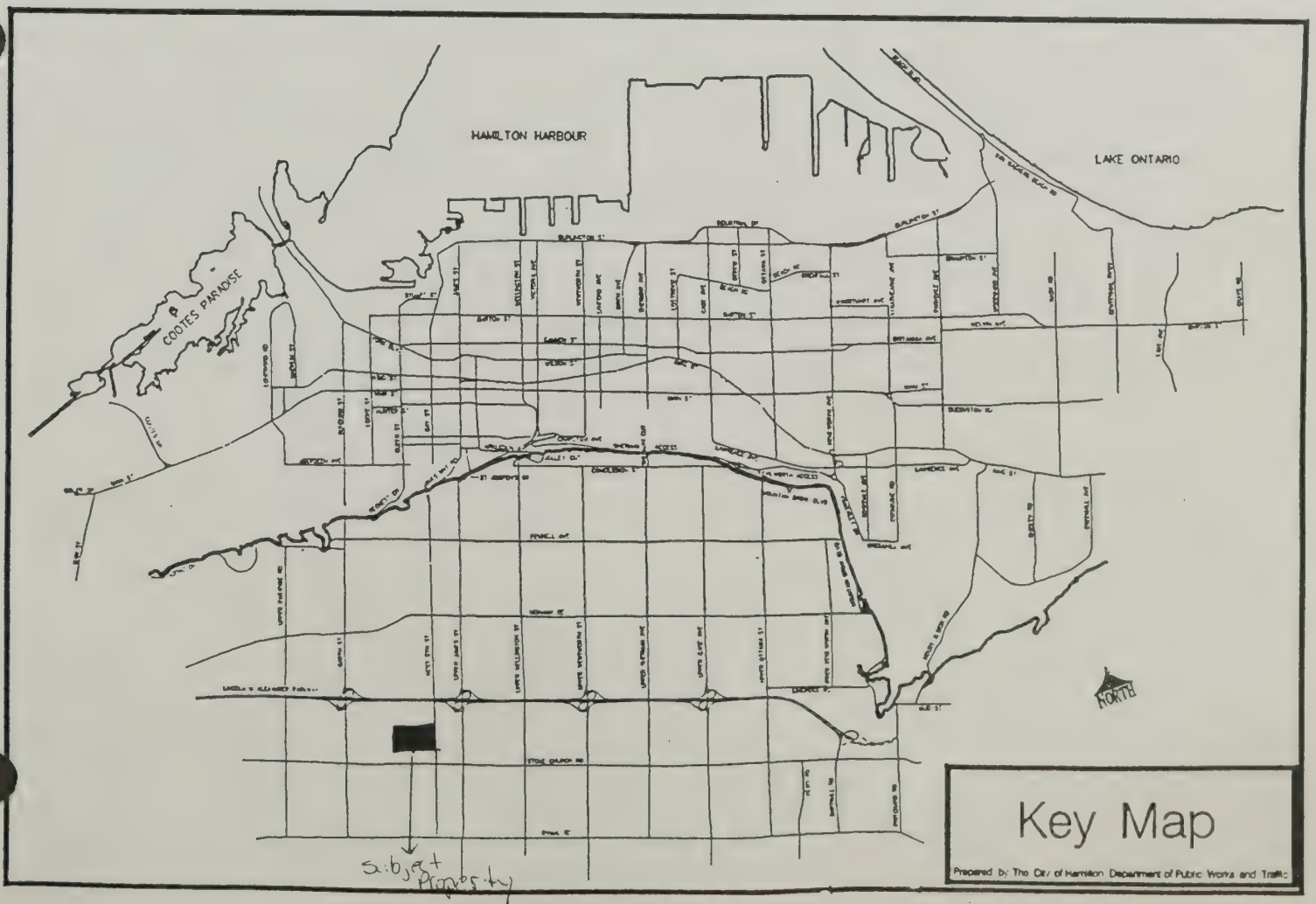
Subsequently, Real Estate has received a request from the Zaborsky's solicitor to purchase this one foot reserve from the City of Hamilton and therefore recommends that this one foot reserve now be put forward as a surplus property.

The sale of the subject land will allow for the development of a residential subdivision and subsequently provide additional tax revenues to the City.

RWW/nw

c.c. Alderman F. D'Amico, Alderman, Ward 8
Alderman D. O'Sullivan, Alderman, Ward 8
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis
V. J. Abraham, Director, Planning and Development Department
K. M. Lau, Manager of Surveys, Roads Division


ANNABELLE PLACE
NEIGHBOURHOOD
PARK
CHESTER
AVENUE
ANNABELLE
STREET
WEST
SPRUCE
DRIVE
APPLEBLOSSOM
AA
B
C
CHURCH
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
subject property
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CA4 ON HBL A05
C 51 T6
1999

URBAN MUNICIPAL

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL
MAY 6 1999
GOVERNMENT DOCUMENTS

Tuesday, May 11, 1999
6:45 o'clock p.m.
Room 233, City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Street Vendor Program – Bay Street at Copps Coliseum

2. **ADJOURNMENT**

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Alderman R. Corsini, Alderman Ward 2
Alderman A. Horwath, Alderman Ward 2

YOUR FILE:

FROM: R. W. Chrystian
Manager or Parks
Department of Public Works and Traffic

OUR FILE: 99.2028
PHONE: 546-4334

SUBJECT: Vendor Operations –
Site Locations on Bay Street Adjacent to Copps Coliseum

DATE: 1999 May 3

Following our site meeting of April 30, 1999, the following represents what I understand to be the options available for presentation and consideration by Transport and Environment Committee on May 3rd:

Option 1 - Authorize no more than two vendors to set up operations on the sidewalk portion of the road allowance between the south-east corner of Bay Street and York Blvd. and the ingress/egress to underground parking near the box office doors to Copps Coliseum. These sites could be the subject of a tender process put out by either the City or HECFI with operating responsibilities and revenues to be assigned to either the City of HECFI. This is probably the least desirable option primarily on the basis of the potential for conflicts between the vendor operator and pedestrian traffic flow, associated congestion and possible safety concerns.

Option 2 - Subject to the approval of the HECFI Board, authorize no more than two vendors to establish operation at locations substantially off the curb line, occupying property inside the building line of Copps Coliseum (therefore under the jurisdiction of the HECFI Board). The responsibility for tendering these sites as well as operational control and financial return to be in favour of the City.

Option 3 - Same as option two except that the tendering process, operational control and revenue generation would be in favour of HECFI.

Given that the preferred locations involve use of lands falling under the jurisdiction of HECFI, Option 3 may represent the best case option in that public safety/user conflicts are optimized, vendor operators are able to compete for these locations separate and apart from the inside food concession program for Copps Coliseum and revenues derived from the operation are directed to the City operation having responsibility for monitoring and regulating vendor operations on the street.

I trust the above represents the range of options discussed at our meeting. Please advise if any additional information is required.

RWC/mc

URBAN
MUNICIPAL
The Urban Municipal Collection
d Floor
.amilton Public Library

URBAN MUNICIPAL
JUN 22 1999
GOVERNMENT DOCUMENTS

CA4 ON HBL A05
C51T6
1999

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, June 21, 1999
9:30 o'clock a.m.
Room 233, Hamilton City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 a.m.)

   (a) Request from Mel Smith, District Operations Manager, Canadian Waste Services Inc., to appear before the Committee re: Application for Amendment to Certificate of Approval #A100130 - Waste Transfer and Materials Recycling at 245 Lottridge Street, Hamilton

   (b) To stop-up and sell the alley on Registered Plan 272, lying between Glenfern Avenue and Amelia Street. To sell a portion of closed alley on Registered Plan 275, lying between Lots 34 and 35 (TOE99003)

   (c) To stop-up and sell the public walkway lying between Forestgate Drive and Wendover Drive (TOE99006)

      (i) J. Scott Flewelling, 3 Forestgate Drive
      Hamilton, Ontario L9C 6A4

      (ii) Nancy Briffa and George Brazel, 23 Forestgate Drive
      Hamilton, Ontario L9C 6A4

      (iii) Janet and Derek Gale, 113 Appleford Road,
      Hamilton, Ontario L9C 5T2

      (iv) Satyajvoti Bose, 20 Forestgate Drive
      Hamilton, Ontario L9C 6A3

      (v) Allan and Beverley Shelley, 24 Forestgate Drive
      Hamilton, Ontario L9C 6A3

(vi) Robert S. MacCullouch, 27 Forestgate Drive
Hamilton, Ontario L9C 6A4

(d) Proposed Closure of a Portion of Limeridge Road East, west of Upper Ottawa Street (PWT99009)

(i) Cindy Raymer, 130 Birchcliffe Crescent, Hamilton, Ontario L8T 4K8

(ii) John Moote,144 Birchcliffe Crescent, Hamilton, Ontario L8T 4K9

(e) Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway, and Centennial Parkway, south of Delewana Drive (TOE99009)

(i) Mr. Peter Tice, Ross and McBride, on behalf of Cadillac Fairview Corporation Limited, owner of Eastgate Square

(g) Hamilton Bio Conversion Inc., 2380 Brampton Street – Application to Amend Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) (PDC99027)

(i) Mr. Joe Pini, Branch Manager, Grand & Toy
15 Keefer Court, Hamilton, Ontario L8E 4V4

(ii) Lynda Lukasik, 148 Oakland Drive
Hamilton, Ontario L8E 1B6

(iii) Mr. Karl Gonnsen, President, Metropolitan Planning and Engineering Inc.
2290 Queensway Drive, Burlington, Ontario L7R 3T2

2. CONSENT AGENDA

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Traffic Division

(a) Municipal Car Parks in the vicinity of Barton Street and Sherman Avenue (PWT99006)

(b) Cannon Street East and Sanford Avenue North – School Crossing Guard Request (PWT99008)

(c) Intersection of Mount Pleasant Drive and Templemead Drive – Intersection Control (PWT99013)

Notes: i) Previously tabled by the Committee.
ii) Signed petition submitted by residents (attached).

(d) Alderman T. Jackson wishes to address the Committee respecting boulevard parking driveways – No Copy

Public Works Division

(e) Recovery of Costs Associated with the Enforcement of the By-law 85-159 "Respecting Collectible Waste" (PWT99001)

(f) Mountable Curb Replacement Program (PWT99002)

4. COMMUNITY PLANNING AND DEVELOPMENT DIVISION

(a) 37 Kilbride Road – Mountain Transfer Station/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing), Region of Hamilton-Wentworth (PDC99028)

Note: Previously tabled by the Committee.

(b) Hamillton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions (PD99017)

Note: Approved by Regional Council on May 18, 1999.

5. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(a) Capital Budget Allocation for Landing Pads and Shelters (TRA99027)

Note: Referred by Regional Council to the Transport and Environment Committee on June 1, 1999

6. OTHER BUSINESS

(a) Correspondence from the Canadian Union of Public Employees re: Pesticide Resolution

(b) Winter Operations in the City of Hamilton – Presentation – C. Guthro, Acting Manager of Street and Sanitation/D. Lobo, Commissioner of Public Works

7. PRIVATE AND CONFIDENTIAL AGENDA

(a) Legal Opinion - 37 Kilbride Road – Mountain Transfer Station/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing), Region of Hamilton-Wentworth (PDC99028a)

8. ADJOURNMENT

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
2.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2, 1998	Ward Aldermen to meet with the area residents	Report Back
3.	Intersection of Locke Street North and Florence Street	March 2, 1998	Alderman M. Kiss	Tabled
4.	Closure of Mead Avenue	April 6, 1998		Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
5.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21, 1998	Commissioner of Public Works and Traffic	Report Back
6.	Munn Street and East 33rd Street – Intersection Control	January 18, 1999		Tabled at the request of Alderman T. Jackson
7.	Snow Clearing Charges - Commercial Properties (Council Correspondence)	March 9, 1999	Commissioner of Public Works and Traffic	Report back
8.	Proposed Roadway Alteration Delawana Drive	April 19, 1999	Commissioner of Public Works and Traffic	Report back
9.	Process for Highway Closures	April 19, 1999	Commissioner of Public Works and Traffic	Report back
10.	Truck Traffic	April 19, 1999	Commissioner of Public Works and Traffic	Report back
11.	Amcan Castings Limited 10 Hillyard Street – Parking Regulations	April 19, 1999		Tabled at the request of Alderman B. Morelli

Carolyn Biggs, Acting Secretary
June 21, 1999

1(a)

CANADIAN WASTE SERVICES INC.

P.O. Box 5070, LCD 1
505 Kenora Avenue North
Hamilton, Ontario
Canada L8L 8H7
(905) 573-6183
800-461-4294
(905) 561-5958 (Fax)

OFFICE OF THE MUNICIPAL CLERK
MAY 07 1999
REC. BY ..... DATE May 07
REF'D TO ..... DATE .....
REF'D TO ..... DATE .....
REF'D TO CB DATE .....
ACTION EYA

May 4, 1999

Mr. Joe Schatz
City Clerk
Corporation of the City of Hamilton
Hamilton City Hall
71 Main Street West
Hamilton, Ontario L8N 3T4

Dear Mr. Schatz:

Re: Canadian Waste Services Inc. Application for Amendment
To Certificate of Approval #A100130 – Waste Transfer and
Materials Recycling at 245 Lottridge Street
- Request to address the City's Transport & Environment
Committee at the June meeting

In June 1998, Canadian Waste Services Inc. (CWS), appeared before the City's Transport and Environment Committee. A number of concerns were raised at that time. During the past year CWS have undertaken a number of initiatives to address the concerns raised by the committee and Hamilton City Council.

We would appreciate the opportunity to appear before the committee to update the members on the status of these issues.

The amendment requested is critical to the success of our operations. We believe the request is reasonable. The mitigative measures already instituted, and our conscientious community relations program, will provide more than sufficient assurance that concerns are being properly addressed.

We look forward to meeting with the committee. Please advise me of the place and time when we may appear.

Yous truly,

CANADIAN WASTE SERVICES INC.

Mel Smith
District Operations Manager

Cc: Chad Collins, Chair, Transport & Environment Committee
Bernie Morelli, Ward 3 Alderman
Dennis Haining, Ward 3 Alderman
Carolyn Biggs, Secretary Transport & Environment Committee

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3
S610-03 K. M. Lau

REPORT TO: C. A. Biggs, Acting Secretary
Transport & Environment Committee

FROM: A. F. Leitch, P. Eng., General Manager
Transportation, Operations & Environment

SUBJECT: To stop-up and sell the alley on Registered Plan 272, lying between Glenfern Avenue and Amelia Street. To sell a portion of closed alley on Registered Plan 275, lying between Lots 34 and 35. (R-99-10) (TOE99003)

RECOMMENDATION:

a) That the by-law:

(i) To stop-up and sell the alley on Registered Plan 272 lying between Glenfern Avenue and Amelia Street, designated as Parts 1 to 9, 14 and 15, on Plan 62R-14134;

(ii) To sell a portion of the closed alley on Registered Plan 275, lying between Lots 34 and 35, designated as Part 11, on Plan 62R-14134;

to the abutting owners, be prepared to the satisfaction of the Corporate Counsel and enacted by Council.

b) That the General Manager of Transportation, Operations and Environment, be authorized and directed to register the by-law at the Land Registry Office.

A. F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale for the above mentioned City Land be credited to Account Number CH4X501-00102 (Reserve for Property Purchases/Sales).

BACKGROUND:

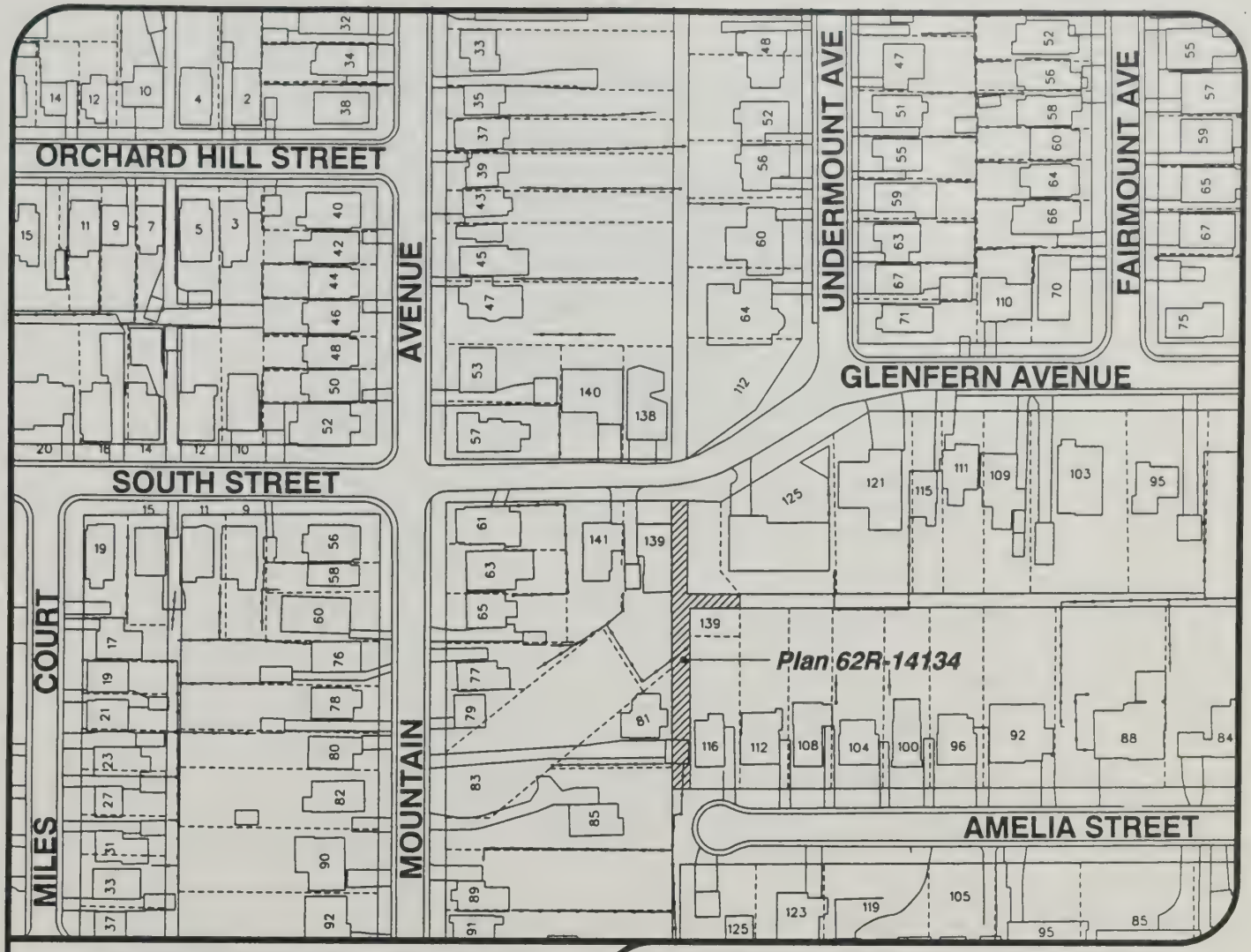
The City Council at its meeting on 1996 December 10 approved the alley closure by adopting Item 1 of Report 16-96 of the Transport & Environment Committee.

The General Manager approved the sale of the alley to the abutting owners Robert and Margaret Botts of 81 Mountain Avenue for a sum of $2.00, R. Pudritz and P. Monger of 139 Glenfern Avenue for a sum of $2.00, as delegated by City Council in adopting Item 3 of the 3rd Report of the Finance & Administration Committee on 1999 February 9.

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this By-Law in order to complete the sale.

Kin
cb:KML
encls.

cc/Fab Angelici, Community Planning & Development, City Planning
cc/Harold Groen, Transportation, Operations & Environment, Roads
cc/Kevin Nutley, Corporate Services, Real Estate



LOCATION PLAN

FOR PROPOSED CLOSURE OF CITY ALLEYWAY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

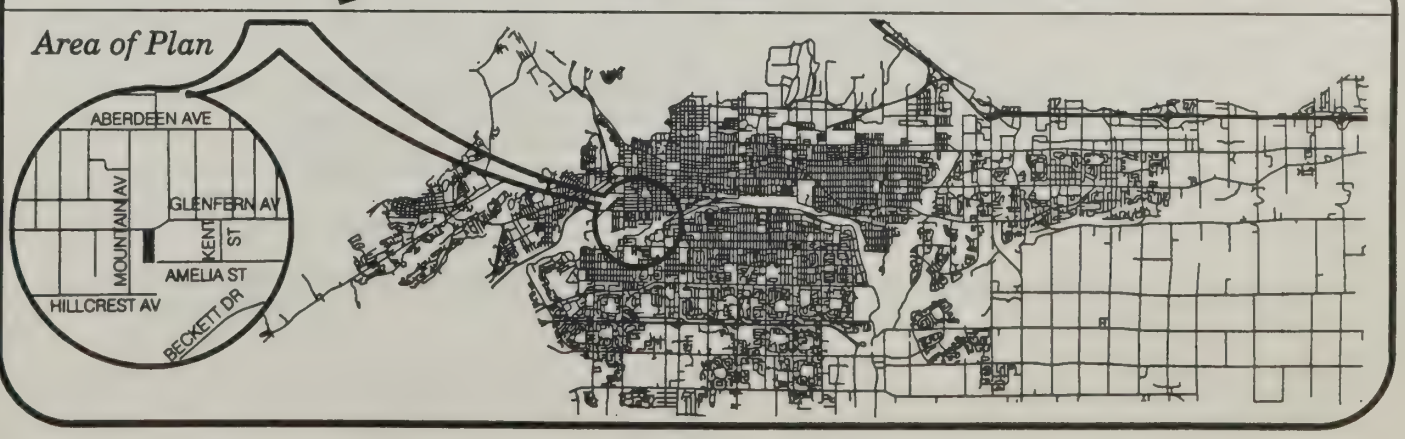
AREA OF PROPOSED CLOSURE OF CITY ALLEYWAY

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	June 2, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

...\closures\misc\glenfern.dgn Jun. 02, 1999 14:36:52

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO STOP UP, CLOSE AND SELL A PORTION OF
THE ALLEY ON REGISTERED PLAN 272,
LYING BETWEEN GLENFERN AVENUE & AMELIA STREET,
DESIGNATED AS PARTS 1 TO 9, 14 & 15, ON PLAN 62R-14134,

AND

TO SELL OF A PORTION OF THE CLOSED ALLEY
ON REGISTERED PLAN 275,
LYING BETWEENLOTS 34 & 35, REGISTERED PLAN 275,
DESIGNATED AS PART 11, ON PLAN 62R-14134

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of the Municipal Act, Revised Statues of Ontario, 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 1 of the 16th Report of the Transport and Environment Committee on 1996 December 10, authorized that steps be commenced,

a) pursuant to the Municipal Act for the closure and sale by by-law of that portion of the assumed Alley on Registered Plan 272, lying between Glenfern Avenue and Amelia Street, now designated as Parts 1 to 9, 14 & 15, on Plan 62R-14134; and,
b) pursuant to the Registry Act for a Judge's Order to close that portion of the unassumed Alley on Registered Plan 275, designated as Part 11, 62R-14134 and, pursuant to the Municipal Act, to enact a by-law to authorize the sale of the said portion of the Alley closed by Judge's Order;

AND WHEREAS a Judge's Order was issued and registered as instrument number LT 530771 to close the portion of the unassumed Alley on Registered Plan 275 designated as Part 11, 62R-14134;

AND WHEREAS the said Alleys are highways under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. (a) That the portion of the Alley on Registered Plan 272 described as,

part of the Alley lying between Glenfern Avenue and Amelia Street, established by Registered Plan 272, and designated as Parts 1 to 9, 14 & 15, on Plan 62R-14134, in the City of Hamilton
Regional Municipality of Hamilton-Wentworth

is hereby stopped up and closed.

(b) That the soil and freehold in the said portion of the closed highway be disposed of as follows:

(i) that a Sewer Easement in that portion of the closed highway designated as Parts 1 to 9, 14 and 15 on Plan 62R-14134 is granted to The Regional Municipality of Hamilton-Wentworth;

(ii) that a Bell Easement in that portion of the closed highway designated as Parts 1 to 9, 14 and 15 on Plan 62R-14134 is granted to The Bell Canada;

(iii) that, subject to the said Sewer & Bell Easements, that portion of the closed highway designated as Part 1 on Plan 62R-14134 be sold to R. Pudritz and P. Monger (abutting owners), or to their successors in title, for the sum of $2.00, in accordance with the provisions of their Offer to Purchase dated April 6th, 1999,

(iv) that, subject to the said Sewer & Bell Easements, that portion of the closed highway designated as Parts 3 and 4, on Plan 62R-14134 be sold to Robert & Margaret Botts (abutting owners), or to their successors in title, for the sum of $2.00, in accordance with the provisions of their Offer to Purchase dated May 7th, 1999,

(v) that, subject to the said Sewer & Bell Easements, that portion of the closed highway designated as Parts 2, 5, easterly and westerly halves of 6, 7, 8, 9, 14 and 15, on Plan 62R-14134 be authorized for sale in accordance with the requirements of the Municipal Act for the price of $2.00 to the respective owners abutting each portion of the closed Alley.

(vi) that in the event the abutting owners or any of them, do not exercise their right to make an Offer to Purchase the said abutting closed portions of the Alley within 45 days of the passing of this By-Law, then,

(aa) that portion of the closed highway designated as Part 2, 62R-14134 be sold, subject to the said Sewer & Bell Easements, to R. Pudritz and P. Monger in accordance with their Offer to Purchase dated 1999 April 6; and,

(bb) that portion of the closed highway designated as Parts 8, 14 and 15, 62R-14134 be sold, subject to the said Sewer & Bell Easements, to Robert & Margaret Botts in accordance with their Offer to Purchase dated 1999 May 7th; and,

(cc) those portions of the closed highway designated as Parts 5, easterly and westerly halves of 6, 7 and 9, on Plan 62R-14134, subject to the said Sewer & Bell Easements, be offered and sold to non abutting owners for the same price.

2. That the soil and freehold in the portion of the Alley established by Registered Plan 275 and closed by the said registered Judge's Order, described as,

that part of the Alley established by Registered Plan 275 lying between Lot 34 and Lot 35, Registered Plan designated as Part 11, on Reference Plan 62R-14134, and closed by Judge's Order registered as Instrument number LT 530771,

be disposed of by sale for a sum of $2.00 to the abutting owners R. Pudritz and P. Monger in accordance with their Offer to Purchase dated 1999 April 6.

3. That this By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

Passed this 29th day of June A.D. 1999

Municipal Clerk

Mayor

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3
S610-03 K. M. Lau

REPORT TO: C. A. Biggs, Acting Secretary
Transport & Environment Committee

FROM: A. F. Leitch, P. Eng., General Manager
Transportation, Operations & Environment

SUBJECT: To stop-up and sell the public walkway lying between Forestgate Drive and Wendover Drive. (R-99-13) (TOE99006)

RECOMMENDATION:

a) That the by-law to stop-up and sell the public walkway lying between Forestgate Drive and Wendover Drive, designated as Block B, on Plan M-127, to the abutting owners, be prepared to the satisfaction of the Corporate Counsel and enacted by Council.

b) That the General Manager of Transportation, Operations and Environment, be authorized and directed to register the by-law at the Land Registry Office.

A. F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale for the above mentioned City Land be credited to Account Number CH4X501-00102 (Reserve for Property Purchases/Sales).

BACKGROUND:

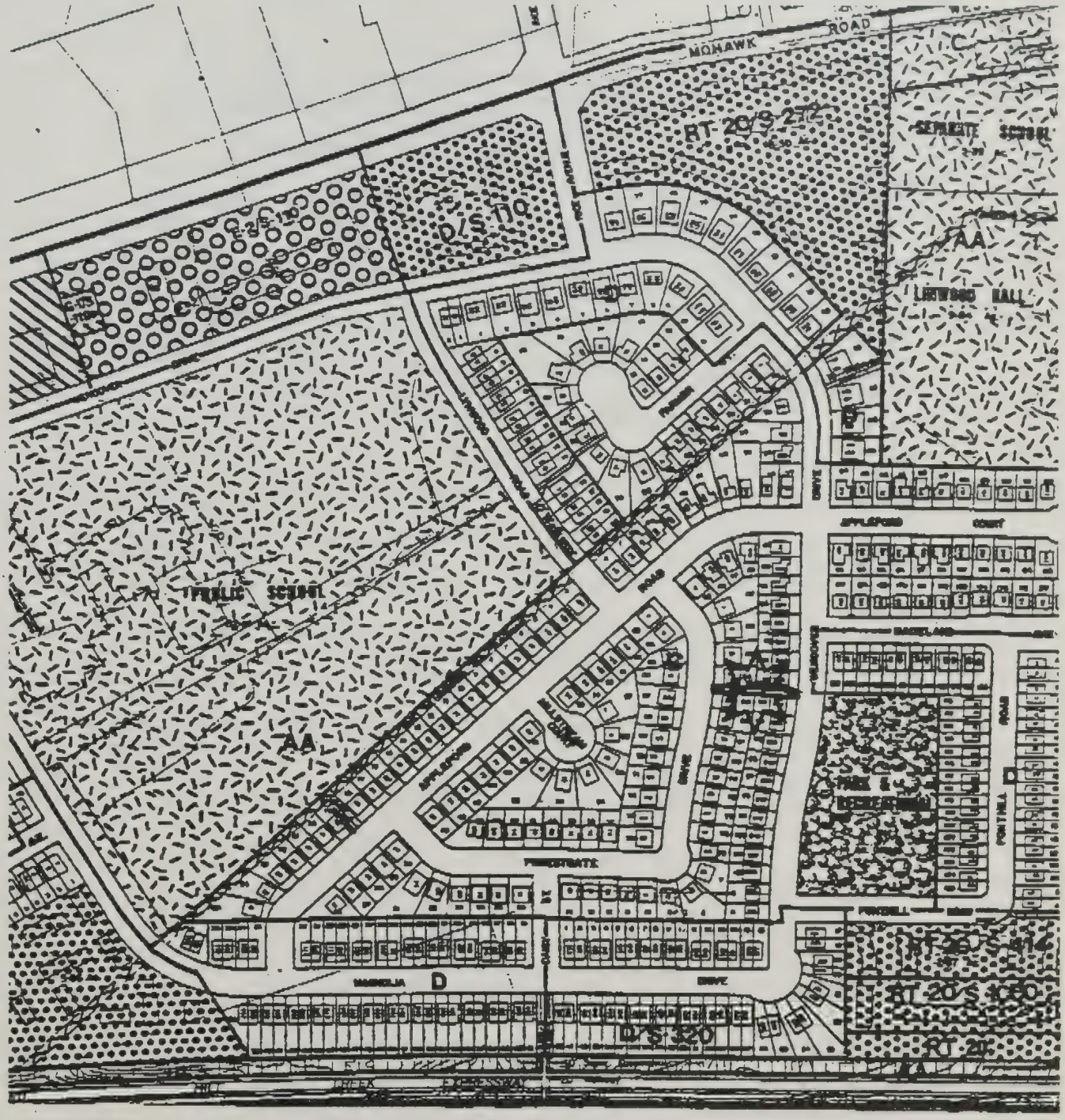
The City Council at its meeting on 1999 April 13 approved the public walkway closure by adopting Item 4 of Report 9-99 of the Planning & Development Committee.

BACKGROUND (cont'd):

The stop-up and sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this By-Law in order to stop-up and sell this public walkway.

cb:KML
encls.

cc/Fab Angelici, Community Planning & Development, City Planning
cc/Harold Groen, Transportation, Operations & Environment, Roads
cc/Kevin Nutley, Corporate Services, Real Estate



PLANNING AND DEVELOPMENT DEPARTMENT

Location Map



Legend

Proposed Neighbourhood Plan Amendment to delete walkway.

Reference file:	PS-2-46
Scale	Not to Scale
Date	Nov. 98
Technician:	K.E.

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO STOP UP, CLOSE AND SELL A PORTION OF
THE PUBLIC WALKWAY DESIGNATED AS BLOCK B, ON PLAN M-127
LYING BETWEEN
FORESTGATE DRIVE AND WENDOVER DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of the Municipal Act, Revised Statues of Ontario, 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 4 of the 9th Report of the Planning & Development Committee on 1999 April 13, authorized that steps be commenced, pursuant to the Municipal Act for the closure and sale by by-law of that portion of the public walkway, lying between Forestgate Drive and Wendover Drive, designated as Block B, on Plan M-127;

AND WHEREAS the said public walkway is a highway under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. (a) That the portion of the public walkway described as Block B, Plan M-127, in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, is hereby stopped-up and closed.

   (b) That the soil and freehold in the said portion of the closed highway be disposed of, in the following manner:

      (i) that portion of the closed public walkway be authorized for sale in accordance with the requirements of the Municipal Act for the price of $2.00 to the respective owners abutting each portion of the closed public walkway.

      (ii) that in the event the abutting owners or any of them, do not exercise their right to make an Offer to Purchase the said abutting closed portions of the public walkway within 45 days of the passing of this By-Law, then those portions of the closed public walkway be offered and sold to non abutting owners for the same price.

2. That this By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

Passed this 29th day of June A.D. 1999

Municipal Clerk Mayor

1(c)(i)

3 Forestgate Drive,
Hamilton, Ontario
L9C 6A4
June 3, 1999

Mrs. C. Biggs, Legislative Assistant,
Transport and Environment Committee,
City Hall, 71 Main Street West,
Hamilton, Ontario L8P 4Y5

Dear Mrs. Biggs,

This letter is in response to the Public Notice "To Stop-Up, Close, and Sell the Public Walkway Between Forestgate Drive and Wendover Drive" which appeared in The Spectator on Saturday, May 29, 1999 on page A5.

As I am opposed to the proposed by-law, I hereby apply to be heard at the Committee Meeting scheduled for Monday, June 21, 1999, at 9:30 a.m.

Sincerely yours,

J. Scott Flewelling

J. Scott Flewelling

3 Forestgate Drive,
Hamilton, Ontario
L9C 6A4
June 3, 1999

Transportation, Operations and Environment,
77 James Street North,
Suite 320
Hamilton, Ontario
L8R 2K3

Dear Mr. Clairmont,

This letter is in response to the Public Notice " To Stop-Up, Close, and Sell the Public Walkway Between Forestgate Drive and Wendover Drive" which appeared in The Spectator on Saturday, May 29, 1999 on page A5.

I attended a Public Information Meeting on February 17, 1999 at the Sir Allan MacNab Recreation Centre. At this time, I expressed my opposition to the closure of the walkway. The following were and remain my reasons for the walkway to continue as a public corridor.

(a) School students attending Sir Allan MacNab, St. Thomas More, Regina Mundi, Chedoke and Westmount use the walkway en route to their respective schools.
(b) Residents in this area use the walkway to gain access to the HSR buses on Upper Paradise Road.
(c) Elderly persons use it for shopping at Harvard Square and Westcliffe Mall.
(d) Younger children use it in summer as an easy and safe access to the neighbourhood park on Wendover Drive. Many parents can watch their children from their homes. The walkway leads directly into the park.
(e) Families use this walkway, especially in the summer months, as part of their walkway route.
(f) As original owners of our property at 3 Forestgate Drive, said walkway was registered on December 12, 1973 on the original survey and received the Seal of the Minister of Housing, Robert Welch, on January 23, 1974 under section 33 of the Planning Act. Thus, the walkway has existed over 25 years.
(g) The City of Hamilton has already installed an extra storm sewer on Forestgate Drive, only a few feet from the walkway exit/entrance. The walkway has also received an asphalt barrier between the northerly fence and the concrete to curb water run-off and to direct any water to the nearest

storm sewer. As a result of the monies spent on this walkway, I can see no reason for the City to close and delete this public thoroughfare.
(h) Any disturbances in the walkway should be dealt with by the Police Department. That is why we have them. I would estimate that over 99% of the persons using the walkway do so with care and consideration. To close a walkway, when less than 1% abuse it, is illogical.

The above reasons were and are cited for the benefit of the community as a whole.

On a personal review, my wife and I, as joint owners of 3 Forestgate Drive feel our property's value could decrease as a result of the walkway's closure. It might possibly make the difference between a sale and a no sale of our property, particularly if prospective buyers had a young and growing family. The walkway affords a safe and easy access to our neighbourhood park on Wendover Drive. Vehicular traffic on Wendover from Appleford to Hadeland is heavy. Closure will certainly increase pedestrian traffic on this section of Wendover. As a result, there will be heavy vehicular and pedestrian traffic in the same area.

If safety is perceived to be a concern, why is the walkway overgrown with bushes and trees and whose responsibility is it to maintain the walkway in an acceptable condition?

I feel sufficient thought and discussion has not been given to this issue.

Please note that I also attended the Development and Planning Committee Meeting on Wednesday, April 7, 1999 at 9:30 a.m. at City Hall. Again I expressed my opposition to the closure of the public walkway. Chairman D'Amico allowed me to speak briefly, as a courtesy on his part. At this time the Committee voted to close the walkway. Personally, I have difficulty with this conclusion, particularly when I scrutinize the "Recommendation" dated 1999 March 19 P5-2-46 Fessenden Neighbourhood.

Thank you for speaking to me by telephone earlier and for your advice in addressing this issue.

Sincerely yours,

J. Scott Flewelling

1(c)(ii)

George Brazel / Nancy Briffa
23 Forestgate Drive
Hamilton, Ontario
L9C 6A4
(905) 575-2828

June 7, 1999

Mrs. C. Biggs, Legislative Assistant
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8P 4Y5

VIA FAX: (905) 546-2095

RE: STOP-UP AND SELL PUBLIC WALKWAY
FORESTGATE DRIVE AND WENDOVER DRIVE
PUBLIC MEETING - JUNE 21, 1999

Dear Mrs. Biggs:

With respect to the above matter, we wish to make application for permission to speak at the meeting to be held June 21, 1999.

We would note that we are abutting property owners to the walkway and in favour of closure. We intend only to speak on our behalf if a rebuttal to any opposing comments are heard. There has been much discussion over this matter, however, in the event that certain residents who are far removed from the walkway intend to speak, we request permission to reinstate our position in this matter

Kindly confirm that our request has been granted by calling (905) 575-2828 or (416) 250-2669 (7am-3pm).

Thank you in advance for your assistance in this matter.

Yours truly,

Per:
NANCY BRIFFA

Nancy Briffa and George Brazel
23 Forestgate Dr.

George Brazel and Nancy Briffa
23 Forestgate Drive
Hamilton, Ontario
L9C 6A4
(905) 575-2828

June 16, 1999

Mrs. C. Biggs, Legislative Assistant
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8P 4Y5

Via Fax: (905) 546-2095

RE: STOP-UP AND SELL PUBLIC WALKWAY
FORESTGATE DRIVE AND WENDOVER DRIVE
PUBLIC MEETING - JUNE 21, 1999

Dear Mrs. Biggs:

Further to our telephone conversation of June 15, 1999, I wish to forward our written submission regarding the above issue which was provided previously for review by the Planning & Development Committee, City Council including Alderman Duke O'Sullivan.

As stated, we were not aware that written submissions were being considered, and included in the agenda for the public meeting of June 21, 1999. We felt that the public notice requested written application to speak at the meeting only. Given the above, in addition to the possibility of speaking, we want to ensure that our written submission also be included and documented.

We continue to be in favour of the closure of this walkway. The Committee should note that as an abutting property owner there are many nuisances including loitering, vandalism, and property damage. However, we believe the safety issue overwhelms all issues which is documented in the technical report by the recommendation for closure by the police department who deemed the walkway unsafe for women or children particularly at night.

I fail to understand the reasoning of some residents, who are located at minimum, 5 houses away from the walkway are opposed to closure. Any concerned, rational resident should realize the potential for danger supported by the police recommendation which should take precedence over any personal issues. You will note from prior correspondence, that these same residents suggested the abutting property owners take matters into their own hands when dealing with nuisances in the walkway such as loitering - or adolescents "partying" after dark. I find it interesting that they would support vigilantism, obviously their perception of a safe environment is quite different than those who actually must deal with these issues head on.

- Continued...../2 -

Mrs. C. Biggs, Legislative Assistant
Transport and Environment Committee June 16, 1999

In closing, I wish to confirm that the attached be reviewed by the Transport and Environment Committee as I understand that they can reverse the original decision by City Council for walkway closure.

I believe it was best said by one Alderman at the Public Meeting with Planning and Development that a walkway can be an asset to a neighbourhood during the day, but if it becomes an unsafe environment at night, safety must be the priority.

Thank you in advance for your assistance in this matter.

Yours truly,

Per:

NANCY BRIFFA

Nancy Briffa and George Brazel
23 Forestgate Drive

George Brazel and Nancy Briffa
23 Forestgate Drive
Hamilton, Ontario
L9C 6A4
(905) 575-2828

March 1, 1999

City Hall
71 Main Street West
Hamilton, Ontario
L8P 4Y5

VIA FAX (905) 546-4202
FOLLOWED BY MAIL

Attention: Mr. Victor Abraham
Director of Planning and Development

RE: FESSENDEN NEIGHBOURHOOD - PROPOSED AMENDMENT TO DELETE THE WALKWAY LOCATED BETWEEN FORESTGATE DRIVE AND WENDOVER DRIVE

Dear Mr. Abraham:

With reference to the consideration of closure for the above walkway, as abutting property owners to the walkway, we are strongly in favour of the walkway closure.

We understand that with current safety standards for walkways, this particular walkway would not conform because there is no lighting, the width is too narrow and therefore is not considered a safe passageway.

These elements create an atmosphere which promotes loitering, vandalism, damage to property, noise and has proven to be a secluded place for adolescents to "party" after dark (winter or summer). As an abutting property owner, this is not just a nuisance, it is dangerous.

In the past, we have attempted to improve this situation by directly speaking with loiterers, which proved unsuccessful. We are the people who clean up the garbage left behind, both in the walkway and in our backyard. We also fear that by directly requesting people to leave, that there will be some form of retaliation.

Retaliation has come, however, with some examples listed below:

- eggs thrown at back of house
- garbage thrown in back yard
- throwing objects at family pet, verbal threats of injury to pet
- broken glass thrown into backyard
  (This is an additional concern, we fear that glass will be thrown into our pool and we will not find out until it is too late)

We attended the meeting held on February 17, 1999 at Sir Alan MacNab, and found little opposition to closure of the walkway with the exception of school concerns, HSR concerns and one resident who was not concerned with safety and promoted vigilantism to solve the nuisance problem.

On a daily basis, we have witnessed limited use of the walkway, whereby no more than 20-25 people maximum utilize the walkway. Since the walkway is located only five (5) houses from the corner, the closure would add very little distance to those going to school or HSR stops. We do not believe that this walkway serves any useful purpose due to the proximity to the corner.

We enclose our point summary which was presented at the meeting of February 17, 1999, and also submitted to Alderman O'Sullivan. We encourage you to contact Alderman O'Sullivan and the other City and Regional representatives who inspected the walkway in the Fall 1998, and who agreed that the walkway meets conditions of closure. I would also point out that even they refused to walk down the walkway because it was too dark.

In closing, we would state that it is undeniable that the walkway meets the criteria for closure, being safety, loitering and a nuisance not only to abutting property owners but other residents of the neighbourhood.

We appreciate your time and effort in this matter and look forward to an exped ent approval of this phase of the closure process.

Should you wish to contact us for further information, please do not hesitate to call.

Yours truly,

George Brazel
23 Forestgate Drive
Hamilton, Ontario L9C 6A4

Nancy Briffa
23 Forestgate Drive
Hamilton, Ontario L9C 6A4

(905) 575-2828 (Res)

GEORGE BRAZEL/NANCY BRIFFA

23 FORESTGATE DR., HAMILTON

RES: (905) 575-2828

Meeting - 02/17/99

MacNab School - 7:00 pm

WALKWAY - FORESTGATE DR./WENDOVER

INSPECTION - FALL 1998

Alderman Duke O'Sullivan, City and Regional representatives visited site in the fall/98 and stated that there was no useful purpose for the walkway, considered too narrow and too dark to be considered a safe passageway.

Problems are continuous throughout the seasons, experienced problems with any of the following at any time of the year

REFUSE

- paper, garbage (wrappers, cans)
- bottles
- broken glass - glass thrown into back yard

shopping carts left in walkway, adolescents race through walkway and leave carts

ADOLESCENTS:

vandalism
- raw eggs thrown at back doors of our residence
- neighbours experienced rolled vehicle in driveway - walkway used as escape route
- broken window at residence, adolescent seen running through walkway
- broken car windows, theft of contents

DISTURBANCES
- confrontations between adolescents in walkway
- residents verbally intervening, fear of retaliation
- loitering in walkway
- drinking alcohol
- throwing snowballs at family pet
- banging on or kicking fence walkway abutting back yard
- threats of violence against pets
- adolescents skate boarding through walkway at all hours
- sitting on personal property, refusing to leave when asked (fear of retaliation)

Hazards

Fear of retaliation

Walkway unlit - unsafe

Has provided an escape route for those causing acts of vandalism

Encourages congregating due to unlit area

Usefulness

Does not serve any useful purpose, walkway is located four residences from corner

As an abutting property owner, majority of use is by adolescents who are the cause of problems and create fear of retaliation against property or family pet if confronted with their actions or comments.

1(c)(iii)

Mrs. C. Biggs,

I am writing to you in regard to the closure and selling of the public walkway between Forestgate Drive and Trendover Drive.

As a child care provider in our area I strongly oppose the closure of this walkway. As part of our daily activity we spend a great amount of time at Ponthill Park. I have the responsibility of five pre-school children to get to and from the park safely. The closure of this walkway brings a greater safety risk not only to the children I provide care for but to all of the children in the area. Children would have to walk well out of their way and have to contend with the steady stream of traffic at the three-way stop of Nadeland and Trendover.

The Department of Culture & Recreation for the City of Hamilton offers a Supie Program beginning July 5 until Aug. 26. This program offers a wonderful variety of games, crafts and contests free of charge to children ages 5-12. Many young children attend this program at Ponthill Park on a daily basis throughout the summer and use the walkway as it is the safest and most convenient route to Ponthill Park.

The use of the walkway between Forestgate Dr and Trendover Dr benefits me as I am able to tell the parents of the pre-school children that I can manage easily and safely to Ponthill Park by means of this walkway. The parents are comfortable with this routine.

If City Council is so sure as to close this walkway, are they prepared to close them all?

The homeowners knew the walkway was there when they purchased their homes and it wasn't a concern to them then. It has been suggested to them to trim their shrubs and bushes because it is so overgrown. This has never been done,

perhaps, the Works Dept. should come up and do this for them and if necessary have it lit up for the evening. This would open it up, give greater visibility and make it less inviting for any teenagers to hang around at night.

In February my husband attended a meeting at MacNab Recreation Centre and voiced his opinion opposing this closure. He signed a sheet of attendance and I signed a sheet and mailed it only to learn our names were not mentioned on the letter with the outcome of results from that meeting.

We strongly oppose the closure of the walkway between Forestgate Drive and Wendover Drive. To close this would be a mistake. We must put the safety of our children first.

Janet Gale

Derek Gale

113 APPLEFORD RD.
HAMILTON
L9C 5T2.

387 2956.

1(c)(iv)

June 04, 1999

Mrs. C. Biggs, Legislative Assistant
Transportation and Environment Committee
Hamilton, Ontario

Re: To Stop the Close /Sell of the Walkway between Forestgate and Wendover Drive

Dear Mrs. Biggs:

As I am working 21st June 1999, I am unable to attend this meeting and I am writing this letter explaining why my land will be affected if the Hamilton City Council decides to close the subject walkway in the future.

One of the reasons we bought this house (20 Forestgate Dr.) was the convenience of the walkway for going to work, school, University, shopping, Hospitals, park and bus stops. We may have to sell our house if the walkway is closed, to purchase another property with this kind of facility, which will be expensive for us.

Although three school authorities, The Hamilton Street Railway, and some neighbours objected against the closing, The City Planning Department decided to close the walkway because the police report cites it is unsafe for women and children, especially at night. If so, I wonder why nothing has happened in this walkway for the last 24 years, especially if it is unsafe during the night.

Women should use their judgment when walking alone at night, when they are using any walkway, and children should be in bed at nighttime.

To save time, students will have to rush to the school, crossing the streets without looking at the on-coming traffic because of this walkway closure. Is that safe? Innocent students, older people, my wife, my son, who is a medical student and goes to emergency duty, will be penalized simply because this walkway has been deemed unsafe at night. Can anyone tell me which walkway is safe at night throughout the whole city?

Forestgate is a crescent and it will be a long walk to avail any city facility without this public walkway. Also, there would be more traffic in front of our house. This is one of the reasons why our land price will be affected. I strongly object against the closing of this walkway.

My request to you, please read this letter in the meeting.

Thanking you,

Satyajoti Bose
20 Forestgate Dr.
Hamilton, Ontario
L9C 6A3

1(c)(v)

June 15, 1999

Ms L. Biggs, Legislative Assistant
Transport & Environment committee.

Re: Closure of Walkway Between Forestgate Drive & Stenhouse Drive.

We, Alla & Beverley Shelley, of 24 Forestgate Drive, feel that this walkway should be closed for the following reasons:

1. Safety: This walkway is just accident waiting to happen. It is extremely dark & there is a lot of loitering. There was one instance of a young girl one summer evening being chased through the walkway by an older man. He was later apprehended on the park.

2. The major traffic through here is bicycles & skateboards. This is very dangerous for

the few pedestrians who use this walkway. This walkway is a downward slope from Handpost to Forestgate and the bicycles using this enter Forestgate at a tremendous speed, thus posing a hazard to both pedestrians and motor vehicles alike.

3. Winter conditions on this walkway are extremely dangerous, eg, excessive accumulation of ice + snow.

A. Shelley

Beverley Shelley

1(c)(vi)

Mrs C. Biggs,
Legislative Assistant,
Transportation and Environment
Committee
City Hall, 71 Main Street
West,
Hamilton, Ontario,
L8P 4X5

27 Dewitt Rd
Hamilton, Ont.
L9C 6A4

Re: To stop-up, close and sell the Public walkway between Dewitt Drive and Meadowview Drive.

June 15, 1995.

Dear Mrs Biggs.

I have written earlier on the matter and the earlier stage and I can not add anything to what was stated then.

Should residence wish to speak against the closing of the said walkway, and only then do I wish to speak.

Sincerely
Yours
Robert S. McCulloch

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 2
File No. TEC-133-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Proposed Closure of a Portion of Limeridge Road East, west of Upper Ottawa Street (PWT99009)

RECOMMENDATION:

That City Council enact the attached bylaw to alter Limeridge Road East, from Upper Ottawa Street to approximately 32 metres westerly, by narrowing the roadway from the existing width of 19 metres to a road width of 5.4 metres and closing the road to westbound traffic.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of erecting temporary barricades is estimated at $2000. Sufficient funds are available in the 1999 operating budget to accommodate this work.

BACKGROUND:

Since the opening of the Lincoln Alexander Parkway, there have been numerous concerns relating to excessive traffic on Birchview Drive and Beryl Street, which became extensions of Limeridge Road. Staff have confirmed that traffic volumes have at least tripled on these streets and as a result, along with the Ward Aldermen, worked with residents of the affected streets to resolve this problem. The consensus reached at a recent public meeting involved the closing of Limeridge to westbound traffic at Upper Ottawa Street on a temporary basis, for one year. Following this period the situation will be reassessed to determine if the closure should be made permanent. The proposal has been discussed with the Fire Department who are in agreement with the concept.

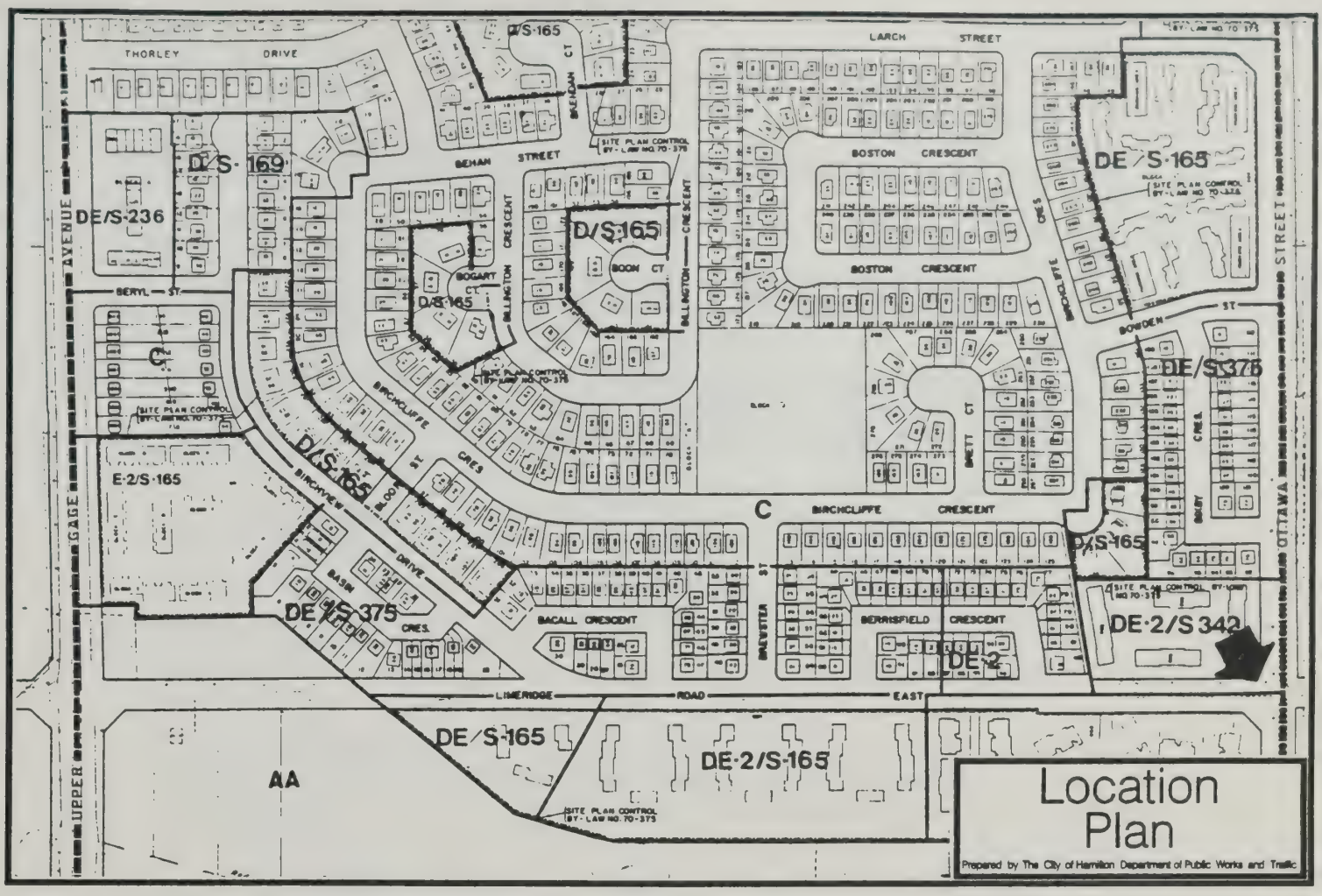
City Council at its meeting of 1999 April 27, adopted Item 46 of the 4th Report of the Transport and Environment Committee to authorize the closure of Limeridge to westbound traffic at Upper Ottawa Street.

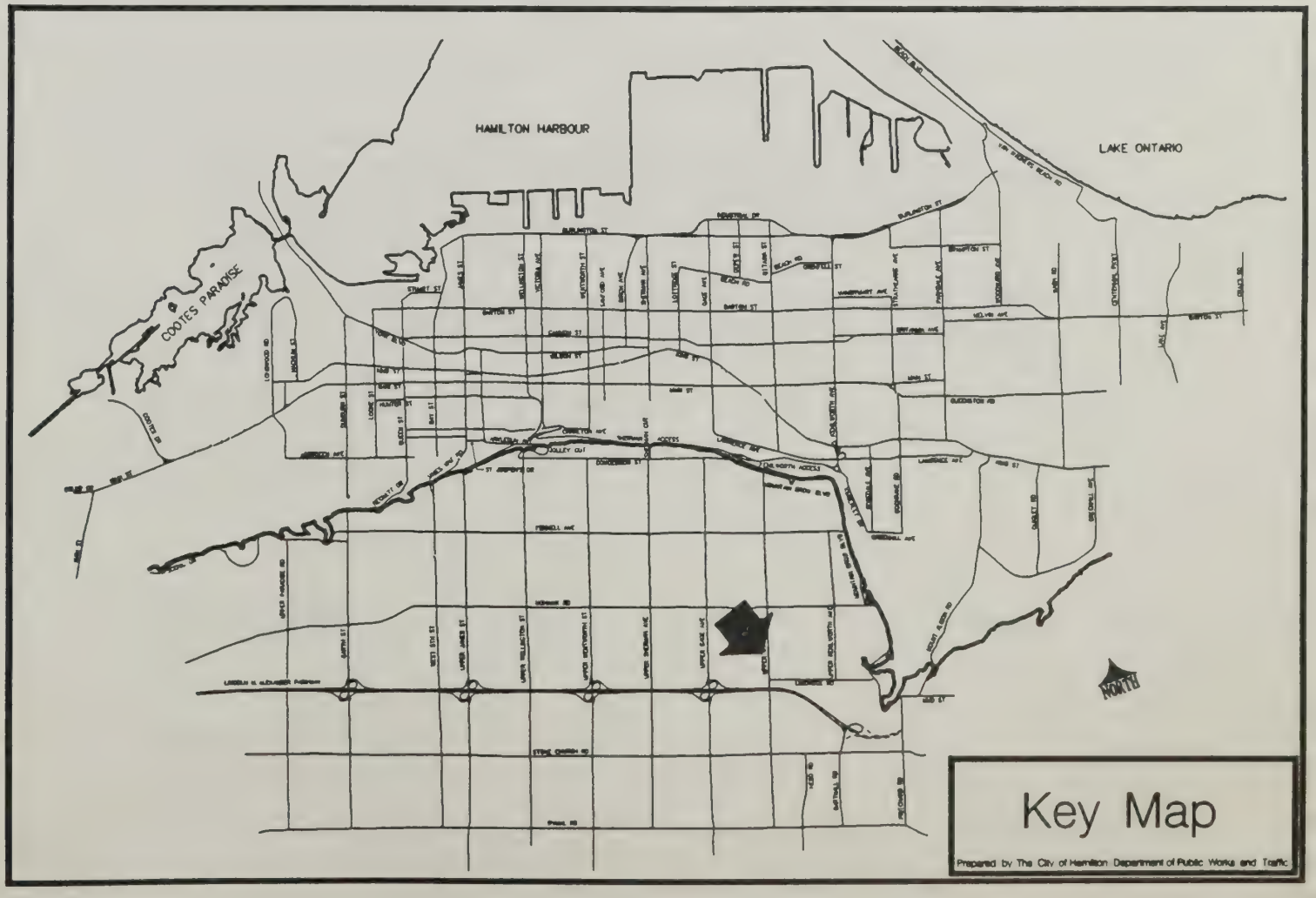
This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. There have been no opposition raised as a result of this advertising. Attached is a petition with approximately 125 signatures, objecting to the proposed closure. This petition, received by staff, are objecting on the

basis that there may be an increase in traffic on adjacent residential streets and that access to the neighbourhood is being restricted. Staff believes that these are legitimate concerns but can only be quantified by installing the closure and conducting appropriate traffic counts in the neighbourhood. Should the concerns be confirmed, the closure could be removed at any time within the one year trial period if other remedial measures cannot be found.

TA/MBH/str

attach.


THORLEY DRIVE
D/S-165
LARCH STREET
BOSTON CRESCENT
DE/S-165
D/S-169
DE/S-236
BEHAN STREET
D/S-165
BOGART CT.
BOOM CT.
BOWDEN ST
DE/S-375
BIRCHCLIFFE CRES
BIRCHCLIFFE CRESCENT
E-2/S-165
D/S-165
BASIN DRIVE
DE/S-375
BACALL CRESCENT
BERRISFIELD CRESCENT
DE-2/S-342
DE-2
LIMERIDGE ROAD EAST
DE/S-165
DE-2/S-165
AA
UPPER GAGE AVENUE
OTTAWA STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO ALTER LIMERIDGE ROAD EAST FROM UPPER OTTAWA STREET TO APPROXIMATELY 32M WESTERLY AND CLOSING IT TO WESTBOUND TRAFFIC

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Limeridge Road East is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 46 of the 4th Report of the Transport and Environment Committee on April 27, 1999, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Limeridge Road East as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Limeridge Road East from Upper Ottawa Street to approximately 32m westerly, for the purpose of narrowing the travelled portion of the said street from the existing width of 19.0 metres to a width of 5.4 metres; and closing the road to westbound traffic, as illustrated in Schedule "A" attached hereto.

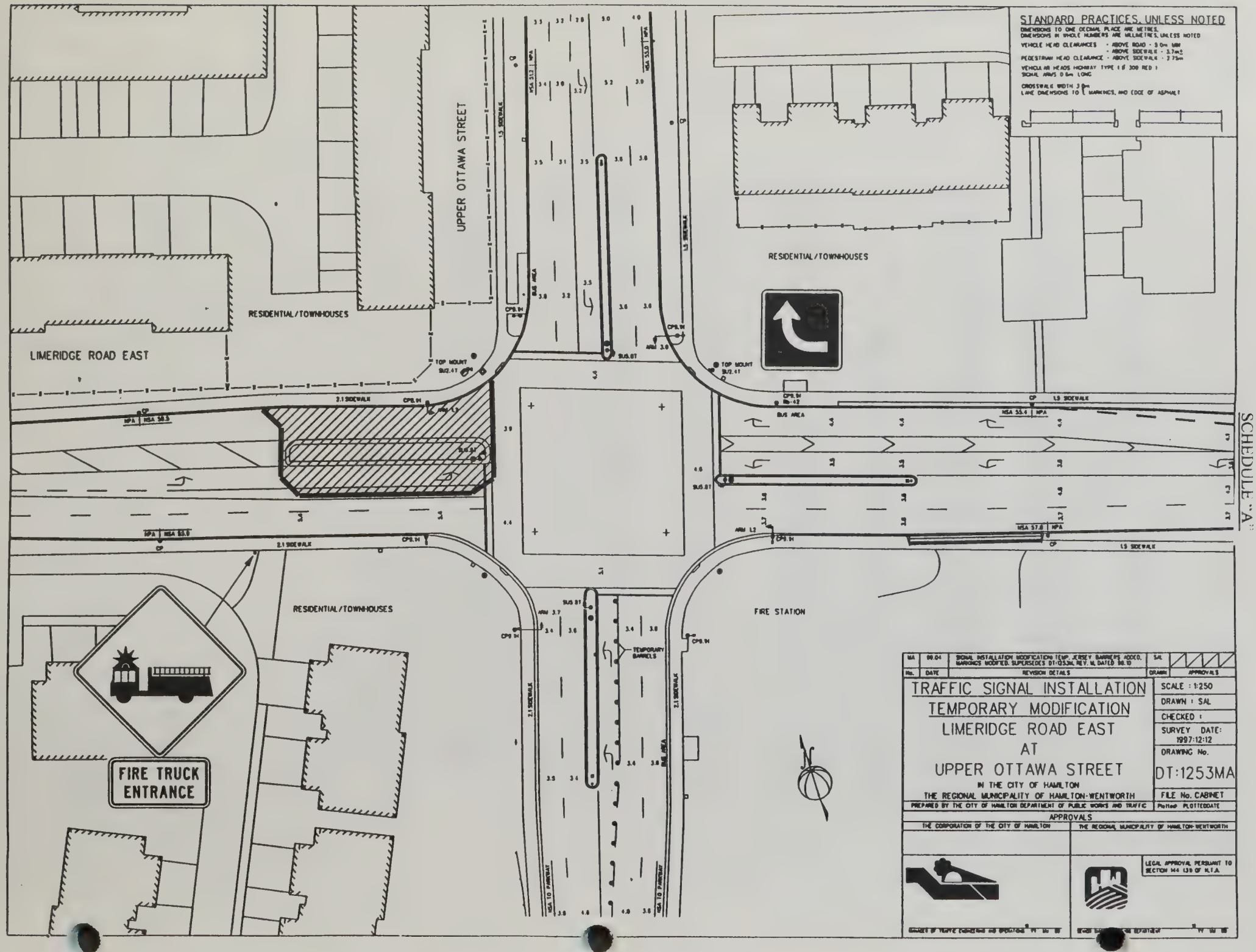
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1999.

MUNICIPAL CLERK

MAYOR

(1999) 4 R.T.E.C. 46, April 27


STANDARD PRACTICES, UNLESS NOTED
DIMENSIONS TO ONE DECIMAL PLACE ARE METRES.
DIMENSIONS IN WHOLE NUMBERS ARE MILLIMETRES, UNLESS NOTED
VEHICLE HEAD CLEARANCES - ABOVE ROAD - 5.0m MIN
- ABOVE SIDEWALK - 3.7m±
PEDESTRIAN HEAD CLEARANCE - ABOVE SIDEWALK - 2.75m
VEHICULAR HEADS HIGHWAY TYPE 1 @ 300 RED 1
SIGNAL ARMS 0.6m LONG
CROSSWALK WIDTH 3.0m
LANE DIMENSIONS TO ℄ MARKINGS, AND EDGE OF ASPHALT
UPPER OTTAWA STREET
LIMERIDGE ROAD EAST
RESIDENTIAL/TOWNHOUSES
RESIDENTIAL/TOWNHOUSES
RESIDENTIAL/TOWNHOUSES
FIRE STATION
FIRE TRUCK ENTRANCE
TEMPORARY BARRELS
TRAFFIC SIGNAL INSTALLATION
TEMPORARY MODIFICATION
LIMERIDGE ROAD EAST
AT
UPPER OTTAWA STREET
IN THE CITY OF HAMILTON
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
PREPARED BY THE CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS AND TRAFFIC
APPROVALS
THE CORPORATION OF THE CITY OF HAMILTON
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE : 1:250
DRAWN : SAL
CHECKED :
SURVEY DATE: 1997:12:12
DRAWING No.
DT:1253MA
FILE No. CABINET
LEGAL APPROVAL PURSUANT TO SECTION 144 (3) OF R.T.A.

SCHEDULE "A"

1(d)(i)

Cindy Raymer
[redacted]
130 Birchcliffe Cres.
Hamilton, Ontario L8T 4K8
(905)387-1329

May 19, 1999

City of Hamilton
Transport & Environment Committee
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Dear Sirs,

Re: Proposed closure of Limeridge Road East at Upper Ottawa

Please find enclosed several signed petitions against the closure of the above mentioned closure. There are 130 signatures OBJECTING to this closure for the following reasons as stated on the top portion of the petition.

1. Not being informed of this proposal prior to the neighbourhood meeting.

2. Preventing the entrance to the residents of Limeridge Road East and Berrisfield Cres. at the gateway of Limeridge Road East and Upper Ottawa,

3. The possible increase of traffic further north into the Berrisfield survey especially in front of the neighbourhood park and schools.

The letter informing us of the neighbourhood meeting on April 8 (copy of Alderman's letter enclosed) did not tell us that there was a proposal that would be voted on that night. The people that are directly affected by this closure had no idea that when you tell them of a problem on Birchview and Beryl that this would mean a closure of Upper Ottawa and Limeridge to westbound traffic. If they go out that intersection they will not be allowed back in, thus creating more traffic in the Berrisfield survey as stated earlier.The public meeting on April 8 was so poorly run that we were not allowed to ask any questions about possible solutions and when we raised our hands to ask a question we were very limited in what we could ask.. The residents of Birchview were so angry that I know several of us fear retaliation against us if we oppose this closure.

We all realize that the increased traffic on Birchview is a problem but you are just moving the problem to another area of the survey. Where were the residents of Birchview when all the public meetings regarding the expressway were held? This has been public knowledge for many years now. The traffic dept. will tell you that Birchview was made wider to accommodate the extra traffic. This is not something that has just happened in the last couple of years. The road was made that way when the survey was built.

There have been a few of us that have gathered the signatures on the petitions. We have found that most of those that signed the petition knew nothing about this closure. I have found that there are a lot of people that do not get The Spectator and if they do it is only on Wednesday and Saturday. Putting a Public Notice in the paper on a Thursday is just not right. The Mountain News did an article on the Birchview side of the story. We do not often get this paper and the people we spoke to don't even read that paper. It is another useless form of advertising. We are disappointed that the people that are directly affected did not get a letter informing them of this closure. We have not walked door to door with this petition and I know that if we did we would have a lot more signatures.

I have learned that the expressway extension at Mud & Paramount will open on July 12. The intersection will close on ~~May~~ June 28. We are told that most of the traffic that is cutting through our survey is from the Stoney Creek mountain. With this closure on ~~May~~ June 28 and then after that it is cul-de-saced permanently, why close Limeridge to westbound traffic if they can't get over here in the first place!! Even the Aldermen tell us that they feel the opening of the expressway at Mud & Paramount will decrease the traffic cutting through our survey. Why is so much time and money being spent on this if it may work itself out very soon!!

We are asking you to postpone any decisions about this. There are other alternative ways to solving this problem that we feel have not been looked into. If we had known there was a committee formed to help with the traffic problem some of us would have gotten involved. If we had not been told less than 24 hours before the public meeting that there was a proposal and vote we wouldn't have even bothered to go to the meeting. As all of us thought - it doesn't involve our area of the survey so why bother going.

In closing let me say that we are all very disappointed with the way in which this matter has been handled. Please take our concerns into consideration. If there is any increase in traffic on our streets you can bet that we will be hounding you for what you have done.

Thank you for your time.

Sincerely,

Cindy Raymer

Mrs. Cindy Raymer

CITY COUNCIL
HAMILTON, ONTARIO
L8N 3T4

March 19, 1999

To: Residents of the southerly half of the Berrisfield Neighourhood

Dear Resident:

Several meetings have been held to attempt to address the problem with increased traffic on Beryl and Birchview and most recently we have been working with a small group of residents to try and come up with a solution to the problem.

Arrangements have been made for another meeting to hopefully come to a consensus on what action might be taken. This meeting will be held:

Thursday, April 8, 1999
7:00 o'clock p.m.
Richard Beasley School
(80 Currie Street)

We look forward to seeing you on April 8th and if you have any questions prior to this meeting, please do not hesitate to call our office.

Sincerely,

Bob Charters
Alderman, Ward 6
(546-2703)

Tom Jackson
Alderman, Ward 6
(546-2707)

cc: Chief Glen Peace, Fire Chief
Mr. Marty Hazell, Manager of Community Traffic & Parking Services
Superintendent Lynda Bowen,
Hamilton-Wentworth Regional Police Department
Mr. John McGowan, Chairman, Birchview Traffic Working Committee

We, the undersigned, OBJECT to the proposed partial closing of Limeridge Road East at Upper Ottawa for several reasons.
Three of them being:

1. Not being informed of this proposal prior to the neighbourhood meeting,
2. Preventing the entrance of the residents of Limeridge Road East and Berrisfield Cres. at the gateway of Limeridge Road East and Upper Ottawa.
3. The possible increase of traffic further north into the Berrisfield survey especially in front of the neighbourhood park and schools.

Name	Address	Phone Number
Cindy Rayner	130 Birchcliffe Cres.	387-1329
J.R. Motte	144 Birchcliffe Cres	Unlisted.
Lucy Little	21 Brewster Street	389-8895
Ulrki Spurr	207 Larch St	383-0468
Barb Ribeck	284 BIRCHCLIFFE CRES.	388-4446
Jim Ribeck	284 Birchcliffe Cres	388-4446
Cindy Evans	69 Larch Street	387-5551
Bob Brown	106 BIRCHCLIFFE CR	385-3351
Gerry Lewandowski	102 Birchcliffe	318-2320
Dee Best	110 BIRCHCLIFFE CR.	389-6746
[illegible]	110 BIRCHCLIFFE CR	389-6746
Rose Carter	107 Birchcliffe Cres.	385-0138
L. Reid	82 Birchcliffe Cres	288-3012
B Cook	122 BIRCHCLIFFE CRES	574-0196
Wesley Fatkin	148 BIRCHCLIFFE CRES	318-5157
Rod Humphreys	144 Birchcliffe Cres	318-1436
Shelley Ford	35 Berrisfield Cres	389-1350
Mark Ford	35 Berrisfield Cres	389-1350
Norm Rayner	130 BIRCHCLIFFE CRES	387-1329

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Name	Address	Phone Number
Henry & Sue Dahlin	960 #4 Limeridge Rd E	383-5934
Roslyn Best	" 24 "	383 9487
Jean McCormick	960 #37 Limeridge Rd E	545 6320
Joann Foster	960 #29 Limeridge Rd E	5742694
Joy Francis	" 28 Limeridge Rd E.	
Robert Clark	100 BRADETT #4 Hamilton	387-7452
Clerk	960 LIMERIDGE RD E	383-[illegible]
C. Davis	#32 - 960 Lime	
D. Wright	960 Limeridge Rd. E. Unit 42	385-6590
[illegible]	" "	—
Stoney Police		—
[illegible]		
Sandra Burns	960 Limeridge Rd #17	383-791[illegible]
Sue Berkowicz	" " #26	388-7062
N Sitnale	100 BRADETT CRES #1	387 1847
P. Bean	960 Limeridge Rd. E. Hamilton	[illegible]

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Name	Address	Phone Number
M. CARMICHAEL	12 960 LIMERIDGE	385-7584
B. Willoughby	11 960 Limeridge	574-6479
M. Lalicon	11 " "	" "
Morris McMASTER	14-960 Limeridge Rd E	389-6593
J Burke	3-960 Limeridge Rd E	3885970
Joseph Monaco	4-960 Limeridge Rd E	368-7634
B. Genereux	#1-960 Limeridge RD E	387-3314
Phillip C.J.	#1-960 LIMERIDGE RD E1	387-3314
Paul	unit 22 960 Limeridge E	388-9163
Mitchell Price	unit 19 960 Limeridge E.	383-9669
D. Allen	UNIT 50 960 Limeridge E	388 9420
Brad. Allen	Unit 51 960 Limeridge Rd E	385-5674
Karen Bailey	unit 19 960 Limeridge Rd E	318-0435
G. LAWRIE	# 54 "	383-7744
R Best	# 39 960 Limeridge Rd E	383-9487
C. Ritchie	241 Charlton Ave E	525 5869
Freyne Chapman	960 Limeridge E. #53	389-0020
Stacy Townsend	5-960 Limeridge Rd E #	575-9903
Michelle Jameson	2-960 Limeridge Rd E.	383-7617
Shirley Wade	6-960 Limeridge Rd E	385-0168
Anne Beckett	7-960 Limeridge Rd E	318-0012
Jess (Jerry)	9-960 Limeridge Rd E	385-0784
Ed Lawson	8 " " "	575-4665
Chris Mason	8 " " "	" "
Mackey	10 960 Limeridge Rd E.	318-0435
Lorraine Dalton	UNIT 43 960 Limeridge Rd E	318-2093
Lisa Day	13-100 Leggett	383-1935

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Name	Address	Phone Number
Shelley Bond	35 Berrisfield Cres.	389-1350
Mark Bond	35 Berrisfield Cres.	389-1350
J. R. Fobler	23 Berrisfield	388-7133
E.A. FOBLER	23 Berrisfield	388-7133
C. Stockford	19 Berrisfield Cr.	388-3636
L. Stockford	19 Berrisfield Cr.	388-3636
P. Cressy	23 Berrisfield	3890830
Wanda Kray	31 Berrisfield Cres	387-2769
Ken Kray	31 Berrisfield Cres	387-2769
Trenton Kray	31 Berrisfield Cres	387-2769.
Jeanette McDonald	14 BERRISFIELD CRES	388-3497
Shirley McDonald	14 BERRISFIELD	388-3497
[illegible]	74 TEMPLEMEAD	[illegible]
Charlene Kaykay	48 Berrisfield	544-2411
Crystabelle Fobler	84 Dalegrove Cres	546-4764
Jeff Frydman	4 Dalegrove Cres	546-7961
DIANE AMBEAU	27 BERRISFIELD CR.	388-3482
Barbara Bromley	10 Berrisfield Cr.	57-55488
Gary Kelly	59 Berrisfield Court	574-4808
BRAD GRAHLMAN	56 BERRISFIELD CRES	388-2089
Sue Grahlman	56 Berrisfield Cres	388 2089

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Name	Address	Phone Number
Sue Hanlon	148 Birchcliffe Cres.	318-5197
Judy & Fred Fletcher	[redacted] Brewster Ave.	UNLISTED
Phillip Tenison	152 Birchcliffe Cres	575-0791
Susan Tenison	"	"
[illegible]	156 BIRCHCLIFFE CRESS	318 8646
Rachel McSpadden	156 BIRCHCLIFFE CRES.	318-8646
Arlene McIntyre	164 Birchcliffe Cres.	388-3852
[illegible]	164 Birchcliffe Cres	388-3852

31

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Name	Address	Phone Number
Ed Eswatkai	275 Birchcliffe	
[illegible] Johnson	96 LARCH	
[illegible] Johnson	96 LARCH.	
Deborah Ricketts	284 Birchcliffe Cres	388-4446
Sharon Ricketts	284 Birchcliffe Cres.	388-4446
Alice BATELIC	92 LARCH St.	387-9674
Anton BATELIC	92 LARCH St	387 9674
Anna TRPCIC	93 Larch Str.	318-5739
Darren Mill	89 Larch Str.	387-8411
MIKE CURTIS	73 LARCH ST	388-0007
Marco Kupp	70 Larch St	574-0743
Miriam F Carlos Garcia	66 Larch st	574-2130
Marian Hague	54 Larch St.	574-0193
Diwyn Hague	54 Larch st	574-0193
Kent Pauline Britt	34 LARCH ST	385-3178
Christine Heard	30 Larch St	385-5095
Leo Zielinski	30 Larch St	385-5095
K. Lodge	110 BILLINGTON	574 5896
C. Lodge	110 BILLINGTON	" "
P Marmuse	115 "	383/614
B Moriarty	115 Billington	383-1614
C.R. Rabey	119 BILLINGTON	383-6732
DOUG NEWBIGGING	" "	383-8384
J. Attenington	15 Larch St.	574-1400
B. Grace	"	"

OVER →

D. SANTICRUZ 23 LARCH. 383-1475

TOM JACKSON 27 Larch St. L8T 4N8

GRAHAM KILBURN 51 LARCH ST.

PAULA KILBURN 51 LARCH ST.

We, the undersigned, OBJECT to the proposed partial closing of Limeridge Road East at Upper Ottawa for several reasons.
Three of them being:

1. Not being informed of this proposal prior to the neighbourhood meeting,
2. Preventing the entrance of the residents of Limeridge Road East and Berrisfield Cres. at the gateway of Limeridge Road East and Upper Ottawa,
3. The possible increase of traffic further north into the Berrisfield survey especially in front of the neighbourhood park and schools.

Name	Address	Phone Number
Mario	71 Berrisfield	318-2416
Rob Lukowicz	960 Limeridge	388-7062
Lisa Lewandowski	102 Birchcliffe	318 2320

Dear Sirs,

Here are an additional 20 signatures objecting to the closure of Limeridge at Upper Ottawa.

This now brings the total that I have submitted to 150.

Thank you.

Cindy Raymer

MRS. CINDY RAYMER
130 BIRCHCLIFFE CRES.
HAMILTON, ONTARIO
L8T 4K8

We, the undersigned, OBJECT to the proposed partial closing of Limeridge Road East at Upper Ottawa for several reasons.
Three of them being:

1. Not being informed of this proposal prior to the neighbourhood meeting,
2. Preventing the entrance of the residents of Limeridge Road East and Berrisfield Cres. at the gateway of Limeridge Road East and Upper Ottawa,
3. The possible increase of traffic further north into the Berrisfield survey especially in front of the neighbourhood park and schools.

Name	Address	Phone Number
K. Beach	54-890 Limeridge Rd E	388-5421
Lisa Sharp	B-985 Limeridge Rd E	387-052x
Kathy Baudmann	17-985 Limeridge Rd E	318-8566
Mike Henry	#1 985 Limeridge RD E	318-2751
Micah Duby	#12 985 Limeridge Rd E	387-5158
A. DAERUM	985 LIMERIDGE RD E #14	— x —
B Campbell	985 Limeridge Rd E #15	575 5042
Y. Tang	985 Limeridge E. # 26	387-3228
Curtis	985 Limeridge E # 11	387 4983
Janet Wessel	985 Limeridge Rd E #29	385-7907
Albert Kittoe	985 Limeridge Rd. E #18	385-6010
Mabel Thompson	985 Limeridge Rd. E #18	385-6010
Joanne Campbell	985 Limeridge Rd E #15	5755042
Yvette Pilon	985 Limeridge Rd E #27	389-5190
[signature]	" " " "	"
D. Koshuta	985 Limeridge Rd. E. #31	318-0413
MICHAEL KOSHUTA	985 LIMERIDGE Rd. E #31	318-0413
Rob Steep	985 LIMERIDGE Rd E #3	575-8496
A. [signature]	37 Brewster	383-5207
[signature]	37 ~~Brewster~~ St	383-5807

1(a)(ii)

144 Birchcliffe Cresc ● Ha ilton, On. ● L8T 4K9 ● (905) 526-7666 (work) (905) 3:8-1436 (res) ● Fax: (905) 526-8935

June 16, 1999

Mrs. C. Biggs
Acting Secretary
Transport and Envir nment Committee
71 Main St. West
Hamilton, Ontario
L8P 4Y5

Dear Mrs. Biggs:

This letter is a reque t to be heard, on June 21, 1999 at 9:30 a.m., by the Transport and Environment Cc mmittee concerning the partial closing of Limeridge Road East at Upper Ottawa St. I have prepared a brief presentation which should take only three to five minutes

I realize this is a last minute notice, but I needed to arrange coverage at my place of employment Please fax your response to the above number.

Yours truly.

John Moote.

1(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 30
File No.: DA 98-44 /Author: Harold Groen

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive (R-99-06A) (TOE99009)

RECOMMENDATION:

a) That the proposed alteration of Delawana Drive from approximately 70 metres west of Centennial Parkway to approximately 30 metres west of Fairington Crescent be approved;

b) That the proposed alteration of Centennial Parkway from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road be approved;

c) That the Road Alteration By-law to alter Delawana Drive and Centennial Parkway, in the form attached to Report R-99-06A, be passed and enacted;

d) That the removal of the 12 existing street trees and their replacement with 24 large calliper trees, required to permit the relocation of the driveway accesses to Centennial Parkway and Delawana Drive, be approved;

e) That prior to the beginning of roadway construction the Cadillac Fairview Corporation Ltd. be required to pay to the City of Hamilton $11,449.00, which is the estimated cost for removal and replacement of the street trees;

f) That the Cadillac Fairview Corporation Ltd. and the Community Planning and Development Division be advised of these actions.

A.F. Leitch, P. Eng.

Continued...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs associated with these roadway improvements, the cost of the Public Advertisement, the removal and replacement of the street trees, etc. will be the sole responsibility of The Cadillac Fairview Corporation Limited. City Council at its meeting on March 9, 1999 approved Item #33 (d) and (e) of the 3rd Report of the Transport and Environment Committee as follows:

(d) That the Cadillac Fairview Corporation Limited be responsible for all costs relating to these roadway alterations on Centennial Parkway and Delawana Drive.

(e) That the Cadillac Fairview Corporation Limited be required to enter into an appropriate agreement with the City of Hamilton for these road works in a form satisfactory to the Municipal Solicitor.

BACKGROUND:

On November 10, 1998, Cadillac Fairview submitted Site Plan Control Application DA 98-44 to the City of Hamilton for approval. This site plan application included an expansion to the existing Fortinos store as well as the relocation of the northerly access to Centennial Parkway and the relocation of the easterly access onto Delawana Drive.

The roadway improvements on Delawana Drive include the closure of the easterly access and the construction of a new channelized access approximately 40 metres east of Fairington Crescent. It is intended that the south curb line be relocated southerly and that a concrete median island be constructed on Delawana Drive and within the access to prevent motorists exiting the plaza from turning left to proceed west on Delawana Drive. The proposed island construction will not affect the existing accesses on the north side of Delawana Drive. In order to construct these improvements, a number of street trees will be removed and the existing landscape berm within the road allowance and on private property removed. The existing access will be removed and replaced with landscaping to the satisfaction of the Forestry Section of the Public Works Department.

The roadway improvements on Centennial Parkway include the closure of the existing northerly access to Eastgate Square and the construction of the new access approximately 20 metres to the south. This will require modifications to the centre median island on Centennial Parkway with the southbound left turn storage lane on Centennial Parkway being reduced from approximately 45 metres to 25 metres in length. Further, two entrances on the east side of Centennial Parkway will require realignment with the accesses also being reduced in width to a standard commercial

Continued...

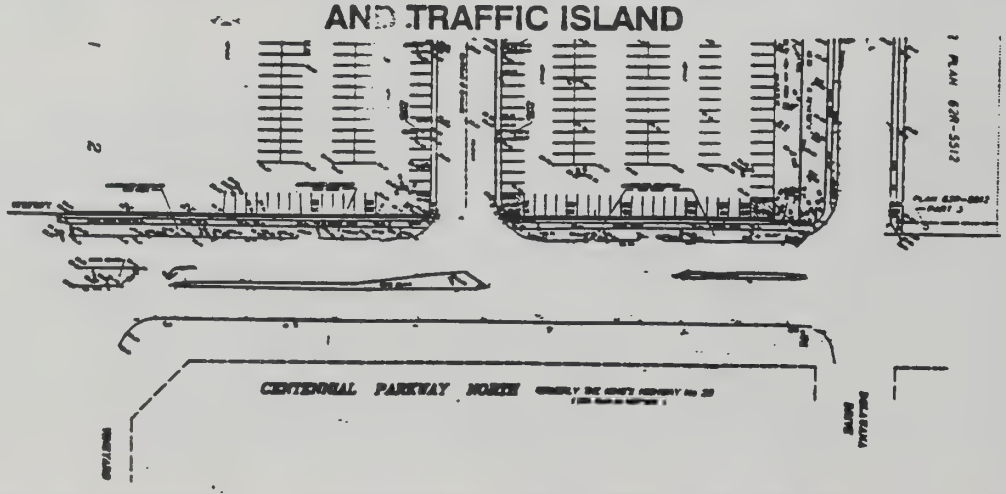
access. It is intended that these entrance realignments on the east side of Centennial Parkway will occur within the road allowances only. Further, the existing vehicle movements within the accesses on the east side of Centennial Parkway will be maintained. There is small shrubbery and an advertising sign which will have to be relocated from the Centennial Parkway road allowance adjacent to lands at No. 92 Centennial Parkway North for the driveway relocation. The existing parking within the Centennial Parkway road allowance within the access to lands at No. 82 Centennial Parkway North must be removed to accommodate the proposed street alteration on Centennial Parkway. The owners will be specifically advised of these matters within the next week.

The Forestry Section of the City of Hamilton Traffic Department have advised that the cost to remove the 12 street trees and install and maintain 24 large calliper trees is $11,449.00. The removal and replacement of the street trees is required from the Transport and Environment Committee and Council.

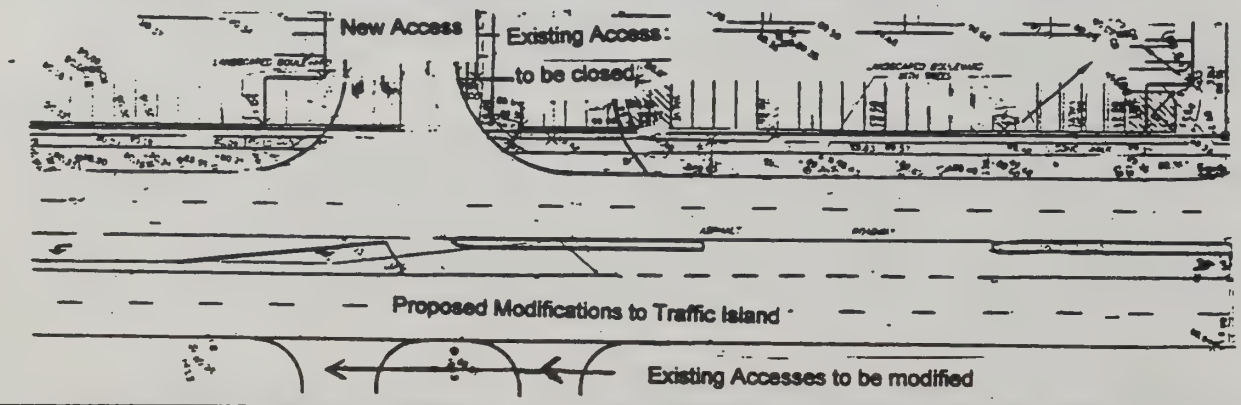
The Public Notice was advertised for four consecutive weeks ending 1999 April 7, and no person has objected to this work to date.

HNG

CENTENNIAL PARKWAY- EXISTING NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND



CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



LOCATION PLAN

CENTENNIAL PARKWAY FROM APPROXIMATELY 50 METERS SOUTH OF DELAWANA DRIVE TO APPROXIMATELY 40 METERS NORTH OF VINEYARD ROAD

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

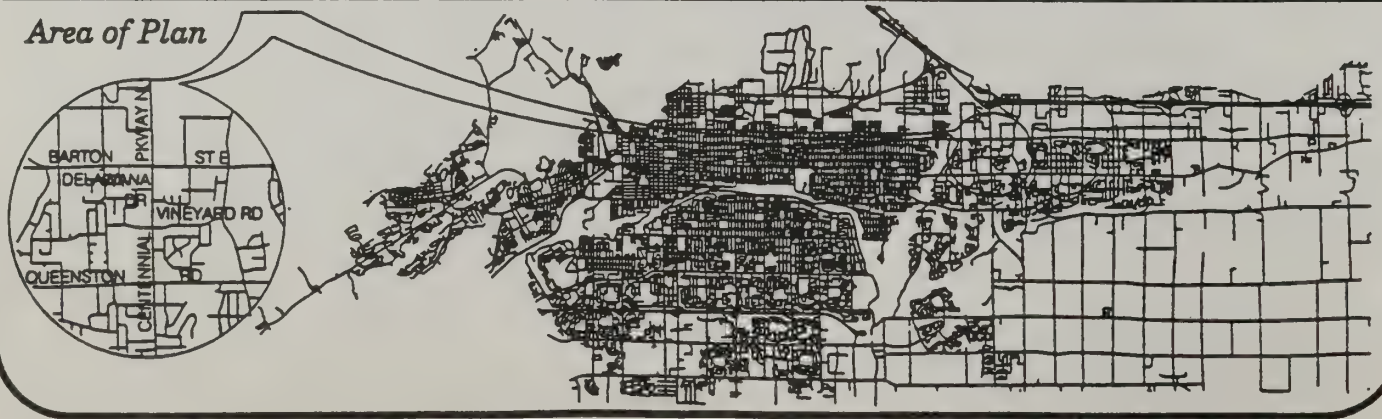
AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE	
	February 22, 1999	

NORTH

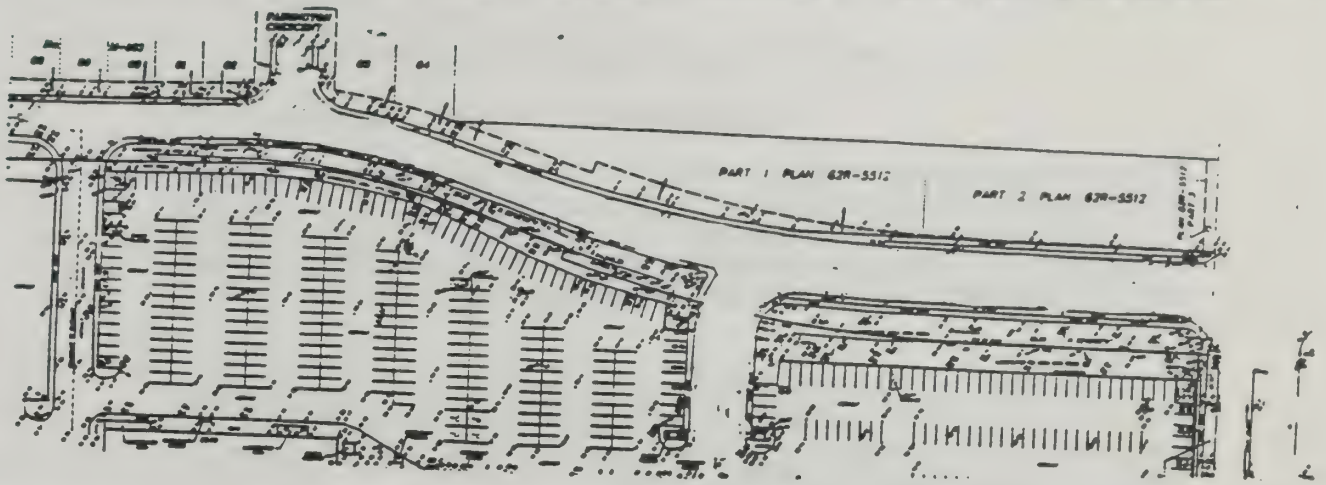
KEY MAP

NOT TO SCALE

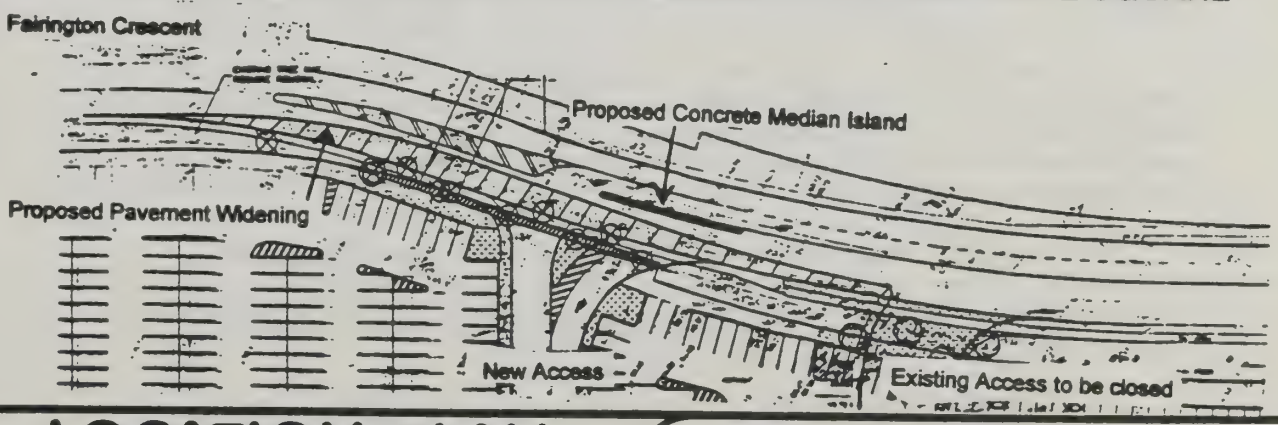


FORM RP-98-1

DELAWANA DRIVE- EXISTING EAST ACCESS TO EASTGATE SQUARE



DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



LOCATION PLAN

DELAWANA DRIVE FROM APPROXIMATELY 30 METERS WEST OF FAIRINGTON CRECENT TO 70 METERS WEST OF CENTENNIAL PARKWAY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE	
	February 23, 1999	

NORTH

KEY MAP

NOT TO SCALE



FORM RP-98-1

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO ALTER CENTENNIAL PARKWAY NORTH BETWEEN DELAWANA DRIVE AND VINEYARD ROAD BY CHANGING THE RAISED CONCRETE MEDIAN ISLAND AND TO ALTER DELAWANA DRIVE FROM WEST OF FAIRINGTON CRESCENT TO EAST OF CENTENNIAL PARKWAY NORTH BY WIDENING THE PAVEMENT ON THE SOUTH SIDE AND BY INSTALLING A RAISED CONCRETE MEDIAN ISLAND

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highways known as Centennial Parkway North and Delawana Drive are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 33 of the 3rd Report of the Transport and Environment Committee on March 9, 1999, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Centennial Parkway North and Delawana Drive as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Delawana Drive from approximately 70 metres west of Centennial Parkway North to approximately 30 metres west of Fairington Crescent, for the purpose of widening the south side of the pavement, extending the centre left turn lane and constructing a raised concrete median island, as illustrated in Schedule "A" (1) attached hereto.

2. That the alterations be approved and carried out to Centennial Parkway from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road, for the purpose of changing and reconstructing the raised concrete median island and to alter the existing driveways on the east side of Centennial Parkway North, as illustrated in Schedule "A" (2) attached hereto.

2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all agreements and documents necessary for the construction of the said works.

PASSED this day of , 1999.

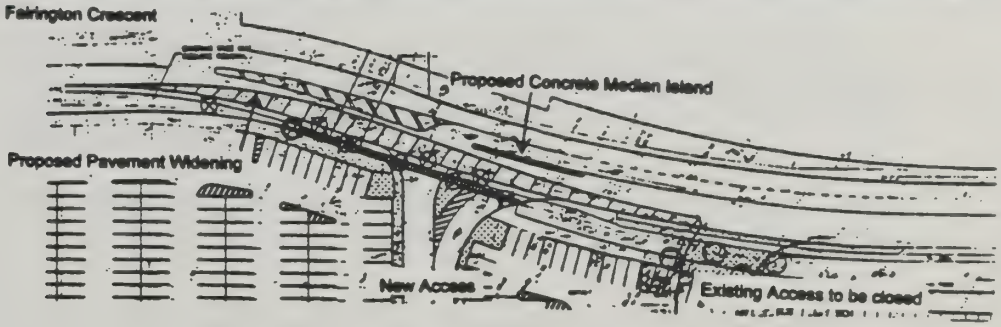
MUNICIPAL CLERK MAYOR

SCHEDULE "A" TO BY-LAW NO. 99-

CORPORATION OF THE CITY OF HAMILTON

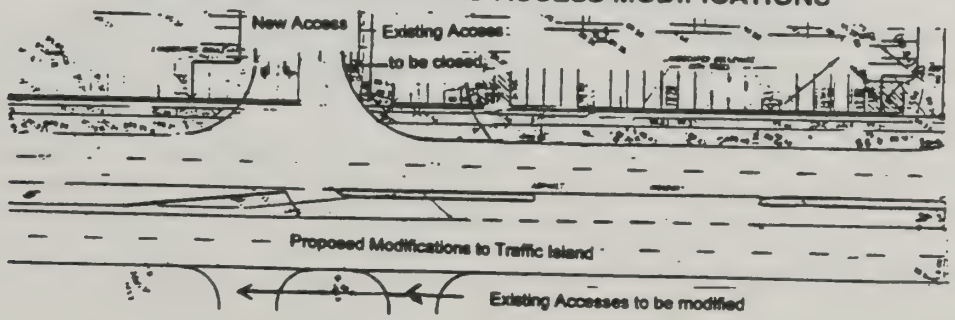
(1)

DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



(2)

CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO ALTER CENTENNIAL PARKWAY NORTH BETWEEN DELAWANA DRIVE AND VINEYARD ROAD BY CHANGING THE RAISED CONCRETE MEDIAN ISLAND AND TO ALTER DELAWANA DRIVE FROM WEST OF FAIRINGTON CRESCENT TO EAST OF CENTENNIAL PARKWAY NORTH BY WIDENING THE PAVEMENT ON THE SOUTH SIDE AND BY INSTALLING A RAISED CONCRETE MEDIAN ISLAND

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2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all agreements and documents necessary for the construction of the said works.

PASSED this day of , 1999.

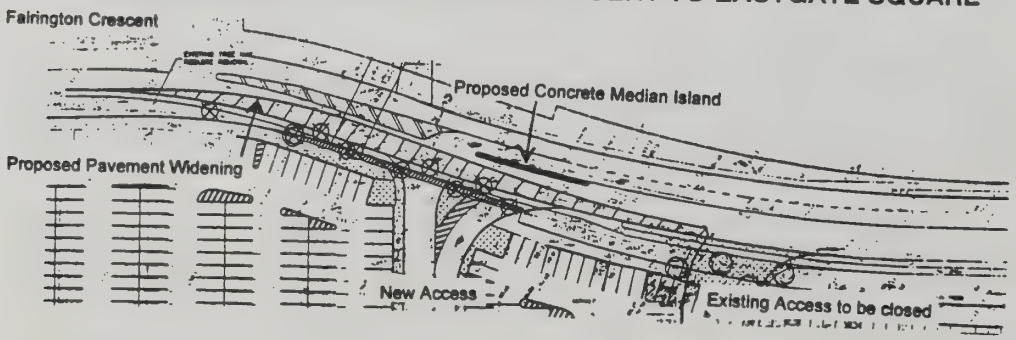
MUNICIPAL CLERK MAYOR

SCHEDULE "A" TO BY-LAW NO. 99-

CORPORATION OF THE CITY OF HAMILTON

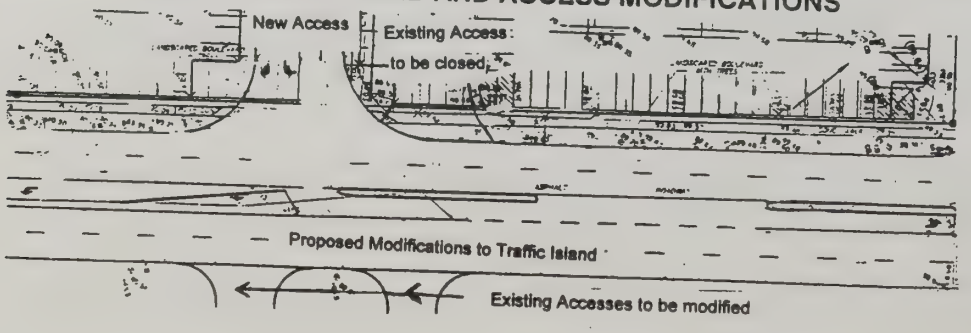
(1)

DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



(2)

CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



1(e)(i)

ROSS & McBRIDE
LAW FIRM

BY FAX and REGULAR MAIL
Fax No. - 546-2095
No. Pages Sent - 2

June 10, 1999

City of Hamilton and Regional Municipality of
Hamilton-Wentworth
Municipal Clerks Office
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Attention: Ms. Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

Dear Sirs:

Re: File No.: DA 98-44
Re: Proposed Roadway Alternation of Delawana Drive, west of Centennial Parkway, and Centennial Parkway, south of Delawana Drive
Reference R-99-06A

As previously advised we act on behalf of the Owner of Eastgate Square, Cadillac Fairview Corporation Limited, with regard to the proposed redevelopment of part of the site involving proposed roadway alternations. The above-captioned matter was considered at the Transportation and Environment Committee Meeting on Monday April 19th, 1999 and at that time it was referred back to staff for further discussions. Our client hereby requests that this matter be included on the Agenda for the Committee Meeting which we understand will be held on Monday, June 21st, 1999 at 9:30 a.m. Our client also requests to address the Committee at that time.

DONALD M. MANN, Q.C.
JAMES A. SWEETLOVE
DAVID E. IVEY
JEFFREY R. MANISHEN *
ROBERT B. MUNROE * *
PAUL D. PARADIS
PETER R. TICE
JOHN S. HALL
MICHAEL C. BRUDER
KENDRA M. COATS
MARK W. SAZIO
JOANNE F. GUARASCI
DAVID A. VAN DER WOERD
ED CANNING
JON-DAVID GIACOMELLI
ANDREW J. SPURGEON
ADAM D. CAPPELLI
SEAN T. JACKSON
MICHAEL BORDIN

COUNSEL
DAVID GOLDBERG, Q.C., LSM
RAYMOND M. PLANT, Q.C., (ret.)

* Certified by the L.S.U.C. as a specialist in Criminal Law
** Certified by the L.S.U.C. as a specialist in Civil Litigation

DIRECT DIAL: (905) 572-5822
E-Mail address - ptice@rossmcbride.com

We would request your confirmation that the matter will be on that Agenda for consideration by the Committee and that our client will have an opportunity to speak at that meeting and we appreciate your co-operation herein.

Yours very truly,

ROSS & McBRIDE

Per:

Peter R. Tice

PRT: em

Copy to:
Mr. Jeffrey D. Hess
Development Executive
The Cadillac Fairview Corporation Limited
20 Queen Street West,
Toronto, Ontario
M5H 3R4
By Fax- 1-416-598-8228

1(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 1
ENV-MOECOA-98-05

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: Hamilton Bio-Conversion Inc., 2380 Brampton Street,
Application to Amend Certificate of Approval No. A650025
For a Waste Disposal Site (Processing) (PDC99027)

RECOMMENDATIONS:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to Hamilton Bio-Conversion Inc.'s proposed demonstration program for sewage sludge processing and the establishment of a food depackaging operation at 2380 Brampton Street on the following basis:

(i) There was an on-going record of non-compliance in regard to regulatory requirements established under the Certificate of Approval for the depackaging facility that was previously located within the City of Brampton and similar non-compliance actions have been identified by Ministry of the Environment staff for the current facility at 2380 Brampton Street;

(ii) There is no evidence that the more pungent odours from sewage sludge processing can be eliminated at the property line based on current operational practices at the facility; and,

(iii) There is no existing commercial application of large-scale sewage sludge processing in Ontario. As such, the potential adverse effects on adjacent activities/land uses in a built-up urban neighbourhood are unknown and sewage sludge processing would present a greater risk for more numerous and severe upset events.

(b) That the Ontario Ministry of the Environment refuse to issue the proposed amendments to Certificate of Approval No. A650025 (Hamilton Bio-Conversion Inc., 2380 Brampton Street) as the sewage sludge processing demonstration program and expansion and establishment of the waste management activities, i.e., the food depackaging facility, will have a reasonable potential to create a nuisance and are not in the public interest;

(c) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

(d) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed amendment to the Certificate of Approval to the Municipal Clerk, City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Certificate of Approval Amendment applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval?
A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal

Hamilton Bio-Conversion Inc. has been operation since July, 1995 at 2380 Brampton Street in the Nashdale Neighbourhood (see key map marked as Appendix "A"). The plant converts organic wastes, primarily food wastes from restaurants, food processors, wholesalers and supermarkets through a patented aerobic thermophilic fermentation process into an animal feed supplement.

The current Certificate of Approval No. A650025 for the facility permits the following:

- the facility can operate 7 days a week, 24 hours a day, 365 days a year;
- the facility can accept liquid and solid non-hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste;
- the facility can receive waste from all provinces within Canada, and the States of New York, Michigan, Pennsylvania and Ohio;
- the facility can process 181 metric tonnes per day or 1,267 tonnes per week on a 7-day schedule (1 metric tonne is equivalent to 2,205 Imperial pounds);
- the maximum amount of waste to be received at the site is 278 tonnes per day on a 5-day schedule to a maximum of 1,393 tonnes per week; and
- the maximum amount of unprocessed waste to be stored on site is 525 tonnes.

In December, 1998, the MOE received an application from Hamilton Bio-Conversion Inc. to amend Certificate of Approval No. A650025. In April, 1999, the applicant requested the original application be held in abeyance by the MOE for a period of six (6) months A revised application with elements of the original application was then submitted. The MOE has indicated that the City will be formally requested to provide comments once the six-month abeyance period has elapsed The original application proposed the following:

1) Expansion of the food waste processing line (Line 1) :

   - maximum waste material received increased from 278 tonnes per day (5-day basis) to 700 tonnes per day (4-day basis);
   - maximum waste processed increased from 181 tonnes per day to 364 tonnes per day over a 7-day schedule; and,
   - maximum total processed product and unprocessed waste stored on site at any one time increased from 525 tonnes to 1,425 tonnes .

2) Establish a new processing line for sewage sludge and papermill sludge (Line 2): This line is to be physically separate from the food waste processing line and is to be located in an area of the building that was recently expanded. The two sludge materials would be processed using the same patented aerobic thermophilic fermentation process into a soil conditioner. The parameters of the line are as follows:

   - maximum waste material received will be 637 tonnes per day (4-day basis);
   - maximum waste material processed by this line will be 364 tonnes per day over a 7-day schedule; and,

- maximum processed product and unprocessed waste stored on site at any one time will be 1,242 tonnes.

3) A food depackaging operation is to be established. A depackaging operation accepts packaged food/liquid products that have expired or did not meet production specifications, retrieves the food/liquid for use within the food waste processing line and shreds the respective containers/packages. This new depackaging operation is to be located in a separate building east of the main building. The details of this proposed operation are as follows:

- maximum waste material to be stored on site awaiting depackaging is 750 tonnes;
- maximum 95 tonnes of recyclable materials to be stored in roll-on/roll-off lugger boxes; and,
- maximum total processed and unprocessed waste stored on site at any one time will be 845 tonnes.

The revised application submitted in April, 1999 includes elements of the original application. The two components of the revised application, which are considered in this report, are as follows:

1) The addition of a 10,000 sq. ft. depackaging centre for depackaging of liquid, powdered and solid organic food wastes. The packaged contents will then be treated by the aerobic thermophilic process for conversion into an animal feed supplement. The maximum waste material to be stored on-site awaiting depackaging is to be 500 tonnes. In addition, a maximum 95 tonnes of recyclable materials is to be stored in roll-on/roll-off lugger boxes. Therefore, the maximum quantity of food waste to be stored at the site will increase from the currently permitted 525 tonnes to 1,120 tonnes; and,

2) A demonstration program to process treated digested sewage sludge into a value-added end product, i.e., a soil amendment fertilizer. The maximum quantity of sewage sludge to be received at the plant for processing during the demonstration program is to be limited to 91 tonnes per day. The time period of the demonstration program will total one month (31 days), either continuous or intermittent. During the 31-day test period the total plant processing capacity will be increased from 181 tonnes per day (food waste, Line 1) to 272 tonnes per day (181 + 91 tonnes for sewage sludge, Line 2).

The applicant has indicated a complete evaluation of the demonstration program would be done including a comprehensive test analysis of the end product produced and stack emission testing.

For the information of the Committee, within the 1997/1998 Financial Report for ThermoTech Technologies Inc., the parent company of Hamilton Bio-Conversion Inc., the President of the company has noted "a primary concern of permitting officials was odor control, especially for larger facilities and for facilities proposing to process sewage sludge or bio-solids, which are as much as 10 times as odorous as food wastes".

Previous Amendment Applications -
March, 1994
Hamilton Bio-Conversion Inc. applied for its initial Certificate of Approval to the MOE in March, 1994. This application was circulated to the City of Hamilton and the Region of Hamilton-Wentworth for comment.

The background documentation circulated with the application notes that "the plant is designed to process 113 tonnes of an organic material daily" and "approximately 50% of this material will be vegetable and fruit waste, 25% will be dated dairy products and cheese whey and 25% will be restaurant waste."

Further noted in the background documentation is "the odour control system will ensure that the plant does not release odours to the environment. In fact, air emissions from the proposed plant will be well below Ministry of Environment and Energy Guidelines and odours will not be detected at the property line."

City Council on June 28, 1994 approved the recommendation that MOE be advised that the City of Hamilton has "no objection" to Hamilton Bio-Conversion Inc. receiving their Certificate of Approval.

September, 1996
Hamilton Bio-Conversion Inc. applied to amend its Certificate of Approval to:

- receive a maximum 278 tonnes per day of waste on a 5-day schedule for a maximum of 1,393 tonnes per week;
- operate 24 hours a day, 7 days a week, 365 days a year; and
- alter the waste receipt area from the Region's of Niagara, Halton and Hamilton-Wentworth to encompass all Canadian provinces and the American States of New York, Michigan, Ohio and Pennsylvania.

Staff had expressed concern about this amendment, particularly in terms of the potential for increased odours emanating from the facility. This amendment was brought forward for discussion at the Transport and Environment Committee in April, 1997. On April 29, 1997, City Council recommended "that the City of Hamilton has no objection to Hamilton Bio-Conversion Inc. receiving an amendment to their existing Certificate of Approval... on the condition that the MOEE revisit the Certificate of Approval in September, 1997 to ensure the remedial action taken by the proponents to mitigate odours is effective during the summer months." This condition was put in place after a number of odour complaints were raised by employees of adjacent businesses and directed to the Regional Public Health Department and the MOE in 1996. Also, it is not clear to what extent MOE investigated the Certificate of Approval in September, 1997.

September, 1997
Hamilton Bio-Conversion Inc. requested an amendment to its Certificate of Approval for the "addition of 5 new storage tanks with associated pumps and mixers to be located in a 20' x 100' extended building". The proponent indicated the new storage tanks would assist in the prevention of a waste build-up on the tipping bay floor during peak periods, which would aid in controlling fugitive emissions.

A further amendment involved increasing the size of the building to allow for a third tipping bay and "improved processing and environmental control equipment" as the existing equipment for the food waste processing line was re-engineered and retrofitted.

The amendment was brought forward for discussion at the Transport and Environment Committee in February, 1998. On February 24, 1998, City Council recommended that the City of Hamilton had no objection provided the new and upgraded emission control equipment was physically installed at the site (see below).

Pollution Control Equipment On-Site
Hamilton Bio-Conversion Inc. utilizes two "Regenerative Thermal Oxidizers" (RTO's) to destroy odorous emissions from the facility before they are discharged into the ambient air. The original RTO was in place when the plant was first established in 1995 and has a destruction efficiency rating of 95%. The second RTO became operational in July, 1998 and has a rated destruction efficiency rating of 99%. Additional recent environmental control improvements include:

- installation of a new evaporator system to eliminate off-site disposal of liquid waste, which became operational in February, 1998; and,
- a new cyclone and venturi scrubber system to reduce particulate emissions, which became operational in July, 1998.

In April of this year, stack testing was done on the air pollution control to determine if the manufacturers guarantee of 99% destruction efficiency for odours was being achieved. The stack testing revealed that the second RTO was achieving 96% destruction efficiency. After some technical adjustments and cleaning, the destruction efficiency rose to 98%. However, the company and their engineering consultants anticipate a 99% destruction efficiency with waste materials that have a higher concentration of odour units.

From 1997 up until the installation of the second 99% RTO in July, 1998, a total of 18 odour complaints were lodged with MOE. Since that time, a total of 8 odour complaints have been lodged. Based on this, it appears since the installation and operation of the new pollution control equipment there has been an improvement in the quantity and severity of odours released from the facility, although they have not been eliminated. As an example, on May 26, 1999, a business located approximately one kilometre from the facility contacted Community Planning & Development Division staff to advise that that morning strong food waste odours were emanating from the facility. This business noted that the odours are still apparent over a wider geographic area on average once or twice over a two-three week period.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The revised application for the proposed amendment to the Certificate of Approval was circulated to other Departments. The comments received are as follows:

Public Works and Traffic, Transportation, Operations & Engineering Division
"Truck traffic will likely increase to/from the plant from 15 trucks per day to approximately 45 trucks per day. Brampton Street and Nash Road are both truck routes and have sufficient spare capacity to handle the increase in truck traffic. Therefore, the Traffic Planning Section has no concerns.

The Noise Control Section also has no comments."

Building Department, Community Planning & Development Division

1. "The site is located in a "KK" District.
2. The proposed use is permitted within this District.
3. Based on our records and the size of the proposed building and use, a minimum of fifty-three (53) parking spaces and two (2) – [3.0m x 7.5m] and one (1) – [3.7m x18.0m] loading spaces are required on site.
4. The proposed building must be at least 6.0m from the front lot line."

Fire Prevention Division, Fire Department
"This Department has reviewed the revised application for an amendment to the Certificate of Approval No. A650025 for the above noted property and has no objections or requirements."

Community Planning & Development Division
The Community Planning Department noted "Hamilton Bio-Conversion Inc. at 2380 Brampton Street is situated in the Nashdale Neighbourhood. The site is designated as *Industrial*.

Policy A.2.3.1 of the Hamilton Official Plan states: "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policy should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The proposed waste management activities are consistent with the permitted uses within the *Industrial* designation. However, Policy A.2.3.23 also notes that any new activities on the site must comply with all Provincial standards, which in this context are the legal requirements contained within the MOE Certificate of Approval."

The Strategic Planning Section noted "it appears that the alignment for the new Red Hill Creek Expressway cuts across a portion of this property. The Special Projects Office must be contacted to ensure that this proposal does not impact the proposed routing for the expressway.

If it can be confirmed that the new activities/facilities proposed in this application will not affect the right-of-way for the new expressway, the proposal will not conflict with the intent of the Regional Official Plan."

(The Special Projects Office has advised they are currently in negotiation with the company in regard to land requirements for the Red Hill Creek Expressway.)

Environmental Health Branch, Social & Public Health Services Division
"Staff have reviewed the above-noted application. Three issues have been identified by staff.

1. The existing food waste processing line will still process 181 tonnes/day, as is allowed under the existing Certificate of Approval. This Branch has no objection to this.

2. The applicant proposes to stage a 31-day demonstration of a second waste processing line that would process 91 tonnes/day of treated sewage sludge. At the end of the demonstration program, an evaluation program will take place.

3. The applicant also proposes to construct a depackaging plant on-site to physically remove food wastes from the packaging, so that it can be processed in the food processing line. The depackaging plant would have a storage capacity of 95 tonnes of recyclable wastes and 500 tonnes of food wastes awaiting depackaging.

The Peel Regional Health Unit reported that they had no reports of odour complaints relating to the existing depackaging plant located at 7656 Bramalea Road in the City of Brampton. The applicant has indicated that this plant has no plans for specific odour control measures.

With the indicated odour control measures in place at the waste processing plant, this Department recommends that if the Ministry of the Environment approves this application for an amendment to the provisional Certificate of Approval, then the following conditions be applied:

1. The evaluation program to follow the 31-day demonstration project for the processing of treated sewage sludge should include extensive data correlating to the dispersion modelling that predicts odour units, particulate, nitrogen oxides, sulphur oxides, carbon monoxide, total volatile organic compounds and total hydrocarbons will all be below Ministry of the Environment emission criteria.

2. That the applicant maintains a register of all sewage haulers transporting waste to the facility.

3. That the applicant does not accept any waste not transported in accordance with Ministry of the Environment guidelines/legislation.

4. That waste will not be accepted from any unlicensed sewage hauler.

5. No waste storage will be permitted outside of the depackaging plant or processing plant.

6. That the unloading bay door will remain closed except during receipt of waste and existing of transport vehicles in the depackaging plant and the processing plant.

7. That the only waste materials which are intact, in case lots, and not leaking will be accepted at this depackaging plant.

8. That waste material received for the depackaging plant such as dairy products, including but not limited to ice cream and yogurt, be depackaged and transferred to the adjacent odour controlled processing plant within 12 hours of arrival on-site.

9. That the floors be washed on a daily basis.

10. That the lugger boxes be maintained in a clean manner to reduce possible odours."

Regulatory Environmental Management, Transportation, Operations & Environment Division
"We wish to inform you:

1. A review of Hamilton Bio-Conversion Inc.'s application and site visit on January 21, 1999 indicates that there will be no changes to the current practice of discharging only condensate wastewater from their evaporator to the Regional sanitary sewer.
2. The depackaging operation will have no effect on the sanitary sewer discharge. Liquid waste will drain onto the floor of the new facility and enter a floor drain, which will discharge to a sump pit. From there the liquid contents will be transferred via a pipeline or auger to the pulper for processing.
3. Current operations indicate that certain treatable parameters, namely Biochemical Oxygen Demand (BOD), exceed the Regional Sewer Use By-law. Hamilton Bio-Conversion Inc. is currently in negotiations for an Overstrength Agreement to cover this parameter.
4. Current operations indicate that certain non-treatable parameters, namely pH levels, exceed the Regional Sewer Use By-law. A pH control system is in the process of being installed. Should the system not bring this parameter in compliance, then Hamilton Bio-Conversion Inc. must enter into negotiations for a Compliance Agreement to bring this parameter into compliance.
5. Contingency plans for spills and vehicular accidents on site and clean-up procedures were covered under the company's previous Certificate of Approval. Modifications may be required due to the nature of the proposed material to be processed and also the significant increase in the plant processing and storage capacity.

The non-hazardous nature of the material processed should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forth by Hamilton Bio-Conversion Inc., as it stands, is acceptable from a sewer use standpoint as process wastewater to be discharged from the site will be covered under an existing Sanitary Sewer Surcharge Agreement and the Overstrength Discharge Agreement currently in negotiations."

In addition, sampling personnel frequently experience H_2S (hydrogen sulfate) alarms when attempting to sample at the private sampling access point on the site. This condition has been apparent since October, 1998. It is anticipated that once the company installs their pH control system, the elevated levels of H_2S will be diminished.

Solid Waste Management, Transportation, Operations & Environment Division
The comments are as follows:

1. "If the trial run is approved, the Region/City should specify as part of the Certificate of Approval which month the trial is run. The implication is that the trial should be run during the warmest summer months, July or August.
2. All storage at the depackaging facility should be indoors.

3. There was no mention of odour control mechanism at the depacking building. The building will process a potentially smelly product. Fugitive odours could be a problem.
4. The lugger boxes holding the waste are leak-proof according to the application. Once the recyclable materials are dumped at another site, any liquid would be discharged too with odours. Waste materials leaving the site should be "dry" to minimize potential spills and prevent the movement of odour from one site to another."

RECEIPT OF PUBLIC COMMENTS:

Open House/February 25, 1999

An Open House was held at the Hamilton Bio-Conversion Inc. facility on February 25, 1999 from 4:30 p.m. to 8:00 p.m. This Open House was advertised in the Hamilton Spectator and was held to obtain comments on the original application to amend the Certificate of Approval (described on pages 3-4) which is being held in abeyance by the MOE. The engineering consultants for the proponent set up a number of display boards explaining the themophilic process, they were available to answer technical questions and conducted tours of the facility. Approximately two-dozen individuals attended the Open House.

Staff from the Community Planning & Development Division were in attendance throughout the whole Open House and had informative discussions with several local residents from the neighbourhood and a nearby business representative. The business representative expressed concern that the odours from the current operations have not dissipated and at times are quite pungent. The business representative was concerned about the proposed expansion, as the potential for odours would be more widespread.

One resident expressed concerns about the potential for more odours from an expanded facility and questioned why sewage sludge would be brought into Ontario from the United States. Another resident indicated they were concerned about the image this proposed facility would bring to Hamilton and noted potential air quality concerns from an expanded facility. Another local resident was concerned about the potential for heavy metals emissions from the processing of sewage sludge and the cumulative impact of increased air pollution on the local neighbourhood residents.

It should be noted that within the revised application, the scope of the proposed waste management activities to occur on site has been reduced. Also, the sewage sludge to be tested in the demonstration program will originate from the Woodward Avenue facility and will not be imported from the United States. However, recognizing the tenor of the comments that were received by Community Planning & Development Division staff that evening, it is reasonable to assume that the same concerns would be expressed with the current application as were expressed on the original application.

Interviews

Staff of the Community Planning and Development Division contacted two businesses in close proximity to Hamilton Bio-Conversion Inc. These two businesses had on previous occasions lodged numerous complaints with the MOE over a period of several years about the odours emanating from the facility.

The first interviews with the businesses were conducted prior to the revised Certificate of Approval application being submitted in April, 1999 and the concerns identified are noted below. After the revised application was submitted, Community Planning & Development Division staff had follow-up conversations with the same two businesses advising them of the changes to the application and asking whether their original concerns were still applicable. In both instances, the representatives indicated the concerns identified for the original application remain applicable for the revised application.

Paling Industries is located at 409 Nash Road, approximately 200 metres to the south-west. Paling Industries constructs and repairs heavy transport trucks for use by other industries. The representative from Paling Industries noted that up until the installation of the new pollution control equipment in July, 1998 the smell from Hamilton Bio-Conversion Inc. was "terrible" and impairing the ability of some employees to work. He further observed that the "smell is much better now compared to when they first moved in" and since the pollution control equipment was upgraded, the odours from the facility are more "livable".

In regard to the proposed expansion of the food waste line and establishment of a sludge processing line, the representative noted "they obviously had difficulty with food wastes, I can't imagine how sewage sludge would be better."

The representative added Paling Industries is "definitely concerned about the expansion and definitely not for it" and expressed further concerns about the appropriateness of the location for this type of facility.

Samuel Metal Processing is located at 410 Nash Road, immediately to the south of Hamilton Bio-Conversion Inc. Samuel Metal Processing was first established in 1957 and expanded in 1973. The Nash Road facility has 178 employees and provides specialized steel customers for a range of customers across North America.

The representative from Samuel Metal indicated they made their first odour complaint in September, 1995 and in 1998 had lodged 4 complaints with the Ministry of the Environment during the summer months. During the summer months of 1997, there were frequent complaints by employees on the odours emanating from Hamilton Bio-Conversion Inc. The representative observed the recent odours from the facility could be categorized as a "nuisance or annoyance" rather than being a pungent odour that made employees physically ill on previous occasions. The representative further noted that since the installation of the new pollution control equipment, the odours have been "greatly improved".

The representative added "right now the operation is tolerable and we as a corporate neighbour can live with it. But in no way could we support the expansion of the food waste processing or the establishment of a new sludge processing line. They haven't proven to me that they have eliminated the odours. They have been diminished to a reasonable level but are not eliminated. With more tonnes of material processed, there will be more trucks, more doors opened and more opportunities for odour emissions."

Attached as Appendix "B" are two letters offering comments on the proposed amendments to the Certificate of Approval. Again, it should be noted that these letters were written in the context of the original application that is being held in abeyance by the MOE.

INFORMATION FROM MINISTRY OF THE ENVIRONMENT STAFF:

Community Planning & Development Division staff contacted the MOE staff person responsible for monitoring the Brampton Bio-Conversion Inc. food depackaging facility, that was operating within the City of Brampton. The MOE staff person noted that odour complaints had been lodged with the Ministry but not to the same extent as the number lodged for Hamilton Bio-Conversion Inc. This is because food depackaging generally has a lower propensity for odours and there were fewer residential dwellings in proximity to the facility.

The MOE staff person further noted there was a history of non-compliance in regard to requirements detailed in the Certificate of Approval at the Brampton depackaging facility and this non-compliance was on-going.

For example, on March 1, 1999, a ticket under the Provincial Offenses Act was issued to Brampton Bio-Conversion Inc. on the following basis:

- non-compliance of record keeping;
- receiving more tonnage than permitted by the Certificate of Approval;
- receiving waste outside of core business hours; and
- receiving grease trap waste and flocculated waste water treatment sludge from a major chicken processor.

Staff also contacted the MOE staff person responsible for monitoring the Hamilton Bio-Conversion Inc. facility. This individual noted that the Ministry is presently discussing future abatement measures to be implemented at Hamilton Bio-Conversion Inc. These abatement measures may include investigations by the Investigation and Enforcement Branch of MOE for possible contravention of their Certificate of Approval.

In addition, on May 13, 1999, a violation of the Environmental Protection Act occurred at the facility and MOE staff indicated the violation would be forwarded to the Investigation Branch of MOE for action. The MOE staff person was not in a position to provide any further details on the scope of the violation.

COMMENTS:

The proposed amendments to the Certificate of Approval for Hamilton Bio-Conversion Inc. represent significant changes in the waste management activities proposed on site.

Based on discussions with adjacent businesses and residents and MOE complaint records, it appears the upgrading of the pollution control equipment in 1998 to a "state-of-the-art" quality has somewhat mitigated the pungency of the food waste processing odours released from the facility. Yet, there is evidence that odours of a "nuisance" characteristic are still reaching adjacent business establishments and the residential neighbourhoods one kilometre to the south and 500m to the west. Notwithstanding, it appears Hamilton Bio-Conversion Inc. has finally achieved an appropriate balance or equilibrium between the scope and intensity of the waste management activities undertaken at 2380 Brampton Street and the severity and quantity of odours released into the neighbourhood.

While the food waste processing odours emanating from the facility have for the most part reached a "tolerable" level with the upgrading of the pollution control equipment, it is highly unlikely that the intensity and range of sewage sludge processing odours would be "tolerable". By the company's own admission, sewage sludge can be ten times as odorous as food waste. The last time sewage sludge was tested at the Hamilton Bio-Conversion Inc. facility in 1997, the company noted "stack testing and dispersion modelling showed that higher odour emissions occurred when sewage sludge was processed than with food waste." During this testing of sewage sludge, significant concern was raised from neighbouring businesses and residents in regard to the odours emanating from the facility.

There appears to be some benefit to divert municipal sewage sludge away from landfilling, incineration or depositing the material on agricultural lands as fertilizer. But there remains a reasonable concern that the proposed sewage sludge test processing at Hamilton Bio-Conversion Inc. will generate considerable odours beyond the nuisance level over a large geographic area. In a built-up urban neighbourhood, the risk of an adverse effect from these odours is very high where the separation distance between Hamilton Bio-Conversion Inc. and business neighbours and the residential community is low.

Staff are unaware of any other facility operating in the Province of Ontario involved in the processing of sewage sludge in the same manner as proposed by Hamilton Bio-Conversion Inc. Elsewhere in Canada, the City of Edmonton is presently constructing a "Co-Composter" facility that utilizes a similar aerobic thermophilic process to convert municipal sewage sludge and household bio-degradable garbage together to create an end-use compost material. The total amount of sewage sludge to be received at the Edmonton facility is approximately 300 tonnes per day.

Discussion with staff of the City of Edmonton Planning Department indicate that the Co-Composter facility is located "in a fairly isolated area of the city" immediately adjacent to the Edmonton landfill site and wastewater treatment facility on the shore of the North Saskatchewan River. This area of Edmonton is characterized by heavy industrial operations including chemical manufacturers and power generation facilities; the nearest residential community is located approximately 2 kilometres away on the opposite shore of the river.

There are too many potential risks and too many unknowns in regard to sewage sludge processing. These risks are as follows:

- It relies on a relatively new processing technology that is commercially unproven and has experienced problems in the recent past;
- The proposed location of this operation in a built-up urban area with many business and residential neighbours is not appropriate; and,
- There is significant potential for numerous and severe upset events that can have an adverse effect on the surrounding neighbourhood.

The Environmental Health Branch comments on page 8 of this report are constructive, in terms of the appropriate documentation during the proposed sewage sludge demonstration program and operational practices in regard to the proposed depackaging facility. Unfortunately, once a Certificate of Approval is granted and the facility starts processing, it is very difficult, if not impossible, to rescind that Certificate of Approval if there are problems with the operation. In addition, Hamilton Bio-Conversion Inc. has only been operating since 1995 at 2380 Brampton Street and still appears to be experiencing difficulties with respect to technological and odour control areas. The information provided by Ministry of Environment staff in regard to non-compliance issues at the former Brampton depackaging facility and the present Hamilton Bio-Conversion facility are instructive and are clearly a concern to the City of Hamilton due to the potential of adverse effect on the broader neighbourhood.

Accordingly, the proposed amendment to the Certificate of Approval establishing a sewage sludge processing line for a demonstration period of 31 days cannot be supported. This is because of the potential for loss of enjoyment of normal use of property for local residents and the interference with the normal conduct of business for establishments in the vicinity of 2380 Brampton Street.

The establishment of a depackaging facility is of major concern as well. Based on the experience of the depackaging facility in the City of Brampton, the establishment, operation and scale of this facility would increase the risk of negatively affecting the adjacent business establishments. Depackaging expired food products is not an odour-free operation and the depackaging facility will not have any odour control measures in place.

The proposed amendment is to allow for 500 tonnes of waste goods awaiting depackaging as storage and a further 95 tonnes of recyclable food packaging material storage in lugger boxes. This increased amount of food wastes being depackaged on site in addition to the existing food waste processing activities will likely trigger further complaints from adjacent businesses and residential neighbours concerning odours. On this basis, allowing the establishment of a depackaging facility has the potential of upsetting the "balance" Hamilton Bio-Conversion Inc. has recently achieved with their waste management operations vis-a-vis their corporate neighbours in the Nashdale Neighbourhood and cannot be supported.

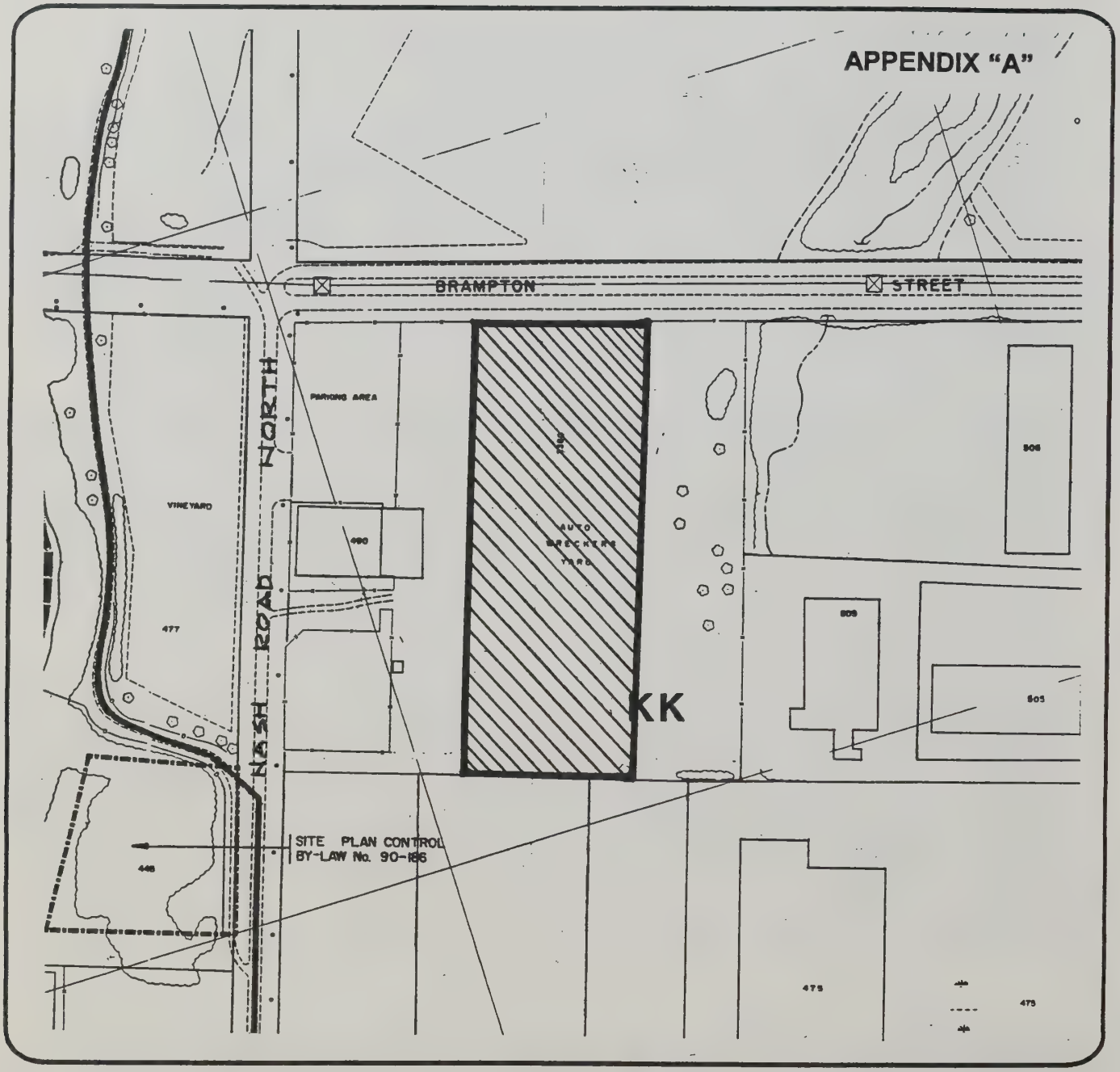
CONCLUSION:

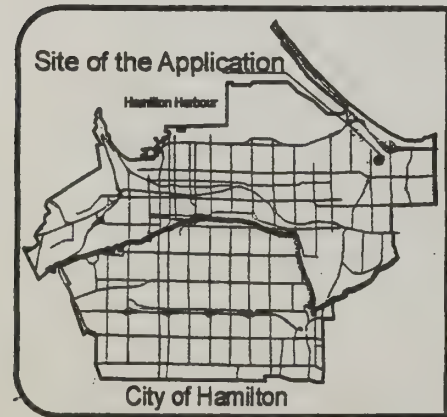
The proposed amendments to the Certificate of Approval for Hamilton Bio-Conversion Inc. at 2380 Brampton Street are significant. Hamilton Bio-Conversion Inc. is in close proximity to other businesses and residential communities to the south and west. The upgrading of the pollution control equipment in 1998 to a "state-of-the-art" level appears to have made the odours emanating from the facility "tolerable", although they have not been eliminated. The proposal to establish a depackaging facility involving significant storage of expired and off-specification food items has the potential to undermine the relative stability or balance within the neighbourhood that Hamilton Bio-Conversion Inc. has appeared to achieve in recent months.

The proposed test demonstration of municipal sewage sludge is problematic for a number of reasons. There is no comparable facility in the Province of Ontario in terms of scale and technology. The company has admitted sewage sludge odours are as much as 10 times more odorous than food wastes, and during testing of sewage sludge in the facility during 1997, pollution emissions were recorded as being higher than food wastes. There are too many unknowns, too many uncertainties and the City of Hamilton has a reasonable concern that the proposed testing of a sewage sludge processing line will have an adverse effect on the adjacent neighbourhood.

Accordingly, the recommendations are to: 1) advise the Ministry of Environment that the City of Hamilton objects to the proposed amendments to Certificate of Approval No: A650025 for Hamilton Bio-Conversion Inc. at 2380 Brampton Street; and 2) that the Ministry refuse to issue the proposed amendments to the Certificate of Approval as the expansion and establishment of the waste management activities will have a reasonable potential to create a nuisance and are not in the public interest.

KE/ke





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

SUBJECT LANDS: 2380 Brampton Street

Reference file: **ENV-MOECOA-98-05**

Scale **Not to Scale**

Date **February, 1999**

Technician: **B. B.**

North

APPENDIX "B"

March 23, 1999

Mr. Keith Extance
City of Hamilton - Planning Department
71 Main Street West
Hamilton, Ontario L8P 4Y5

MAR.24 1999

Dear Mr. Extance,

Further to our telephone conversation earlier this month, I have outlined in the paragraphs that follow, my concerns regarding the proposed expansion of the Hamilton Bio Conversion Inc. facility, located at 2380 Brampton Street. I have organized my comments under specific headings for your convenience.

History of nuisance odours in my neighbourhood

I live at 148 Oakland Drive, in Hamilton. I am approximately 1.5 km from the Bio Conversion plant. During the summers of 1997 and 1998, my neighbourhood was plagued with periodic odour problems. The smell reminded me of rotting vegetation. My neighbour was bothered by the odour as well, describing it as a rotting egg smell.

The summer of 1997 was particularly problematic. There were periods of several days at a time where the smell was very strong. During that summer I contacted the local Ministry of the Environment office, and reported the odour. At that point in time, I assumed that the SWARU incinerator was the most likely source of the odour. I spoke with Mr. Brian Dickey from the MOE, who explained to me that it was likely the Bio Conversion plant. At that point in time, I was not aware of the plant's existence. The odour problems continued on into the summer of 1998, although they were somewhat reduced in comparison to 1997.

I have since learned that during 1997, Hamilton Bio Conversion was having extensive problems with the plant. I have also learned that in 1998, a new odour control system was installed. It needs to be noted, however, that even though a more efficient odour control system was put in place, my neighbourhood still experienced odour problems during 1998.

Concerns about potential increases in odour problems

The proposed expansion of Hamilton Bio Conversion will involve increasing the capacity of the plant substantially as well as introducing a new line for the processing of industrial/sewer sludge and pulp mill sludge. I recently reviewed the file on Hamilton Bio Conversion at the local MOE office. I learned that a consultant hired by the company to do emissions modelling concluded that the introduction of the new sludge line would involve the importation of material with odour 10x as strong as the material presently being processed at the plant (Church & Trout Consultants). This projected increase concerns me greatly! It is my understanding that the 1998 improvements to the facility's odour control equipment involved the installation of a 'thermal oxidizer' with an efficiency of 99%, to replace the previous system which had only a 95% efficiency rating. Last

summer's odour episodes suggest to me that operation of the facility *at its present capacity*, even with an odour control system working at 99% efficiency, is going to result in odour impacts on surrounding neighbourhoods. To expand the facility almost four-fold, and bring in sludge material with an odour level 10x that of the food waste presently processed on site indicates to me that my neighbourhood will undoubtedly be subjected to substantially greater odour problems.

The threat of odour problems is serious and only exacerbated by the fact that there does not appear to be any one government agency with the ability to effectively address this threat. As the MOE has explained to me, once a facility is approved, it is very difficult to have odour problems satisfactorily addressed because odour is such a subjective thing. The city of Hamilton is in a powerless position as well, until such time, as you have indicated, that the Municipal Act is altered, providing local governments with the power to take action. In the interim, my neighbourhood is left vulnerable to a potentially substantial increase in nuisance odours.

Facility service area

On reviewing the proposed expansion of the facility, I have learned that the company is presently allowed to import food waste from anywhere in Canada, as well as from the states of Michigan, Ohio, New York, and Pennsylvania. The same service area is being requested for the new sludge line. As a resident of the city of Hamilton, I am extremely uncomfortable with the idea of sludge waste being imported from outside of the Hamilton area for processing here. Outside communities should be taking steps to deal with their own waste. I find it difficult to imagine that such importation of waste would be economically feasible for the company anyway. I would strongly encourage the city of Hamilton to recommend the service area of this facility be restricted to, at a minimum, Ontario only.

Plant emissions and discharges

In addition to odour emissions, I have concerns about other emissions from this facility. With the introduction of a sludge line, there will bee air emissions of heavy metals and organic compounds. I have attempted to obtain more detailed information on any studies determining potential air emissions, and have been unable to find suitably extensive studies. Appended to this letter is a copy of a letter I sent to the MOE Approvals Branch - Air Section, in which I have outlined my concerns in more detail. I received a response from the Air Branch, indicating that they will have to determine if the information I requested is available and, if not, then they may have to request that the company undertake additional studies. Given the plant's close proximity to the SWARU incinerator, nearby residents have good reason to be concerned about another potential source of air emissions.

Given that the processing of sludge at the plant involves a dewatering process, there will be discharges of water to the wastewater treatment system. I have been told by company consultants that the company will have to secure an overstrength agreement with the Regional Municipality of Hamilton-Wentworth, as their discharge will be too high in BOD (biological oxygen demand). In addition to BOD, I have concerns about what else might be in the water discharged to the municipal sewer system. Sludges contain a variety of contaminants, some of which I am assuming might become incorporated into the wastewater discharge. While I recognize that it is not within the

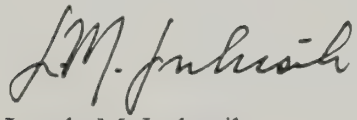
jurisdiction of the city of Hamilton to issue overstrength agreements for discharges to the Woodward sewage treatment plant. I did want to make you aware of this concern.

Proposed expansion of plant capacity

The proposal to expand production at this facility is related back to all of the concerns I have raised already - ie. increased capacity will only exacerbate the problems I have referred to above. The request for expansion needs to be considered in light of the present location of this facility. I found it useful to compare the proposed expansion to the present processing level at the SWARU incinerator. On an annual basis, SWARU processes approximately 137,000 tonnes of municipal solid waste. If Hamilton Bio Conversion is given approval to open their second line, the capacity of the plant will be approximately 276,000 tonnes per year! Given its close proximity to residential neighbourhoods, one must ask whether this is really an appropriate location for such a huge, potentially problematic, waste processing facility.

Please feel free to contact m if you require any further clarification of the concerns I have raised. I can be reached at (905) 560-1177 or via e-mail at llukasik@worldchat.com.

Yours truly,



Lynda M. Lukasik

148 Oakland Drive
Hamilton, Ontario
L8E 1B6

cc Councillor Chad Collins - Chair, Transportation & Environment Committee
Councillor Fred Eisenberger
Mr. Lee Van Biesbrouck - Ontario Ministry of Environment & Energy
Mr. Luc Piccioni - Planner, Regional Municipality of Hamilton-Wentworth
Ms. Carolyn Biggs - Secretary, Transportation & Environment Committee

1 enclosure

Submission to MOE - RE: Air emissions

March 8, 1999

TO: Mr. Asad Khaja (FAX: (416) 314-8452)
FROM: Lynda Lukasik (TEL: (905)560-1177) RE: Air data for Hamilton Bio Conversion

Dear Mr. Khaja,

Further to our telephone conversation today, listed below are questions and concerns I have related to potential air emissions from an expanded Hamilton Bio Conversion facility.

Before providing detailed questions regarding my concerns about air emissions, I want to express some concerns related to the summary air emissions data I viewed at the MOE's Hamilton office. First of all, the summary tables indicate that a variety of testing programs were used in establishing emissions estimates for the Hamilton Bio Conversion Plant. Is this not a problematic approach? In other source testing reports that I have seen, one round of testing is used to provide the data set. So, for instance, it is indicated that for determining THC, data from the testing of food waste is used. This is problematic, given that the emissions study is meant to address the implications of processing sludge on site. Also, in the details of the sludge pilot studies, only 55% sludge by volume was used in the pilot tests, with the remaining 45% of the volume made up with food waste. I would imagine that if the plant is approved, that 100% sludge will be run through the sludge line, with no food waste mixed in. At this point, I do not get the impression that a comprehensive emissions testing (stack monitoring) program has been undertaken at this facility to determine whether the processing of 100% sludge is going to be problematic from an air emissions perspective.

1) **Has the company undertaken any comprehensive air emissions testing (as opposed to emissions estimates) on a fully functioning sludge processing line?**

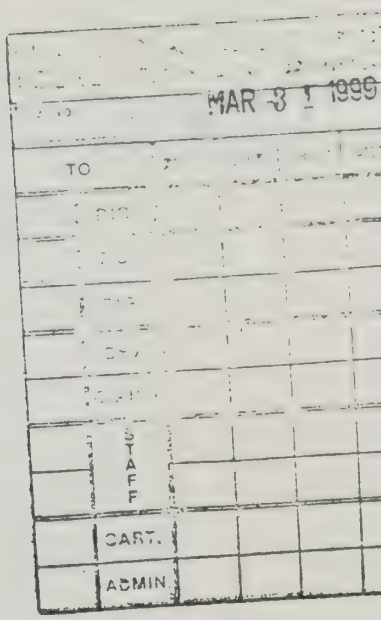
2) **Will the MOE require that such monitoring be done prior to giving approval for the proposed sludge line?**

3) Summary data tables provided through the Hamilton MOE office lack detail. For instance, no breakdown is provided for the THC and VOC categories. **Which compounds did the company measure / estimate emissions levels for in their consultant's study?**

4) **Given that the company is proposing to process pulp mill sludge at this facility, has anyone looked into the potential for dioxins and furans to appear in air emissions from the plant?** This is an issue of particular concern for area residents, given that the SWARU incinerator, located on the next block, is already emitting 4 grams TEQ dioxins/furans per year.

Ultimately, I have concerns that this method for processing industrial sewer sludge and pulp mill sludge might make sludge contaminants more readily available to humans and other living organisms through air emissions, than would be the case with land application. Particularly since I live so close to this plant, I would prefer that the MOE take steps to ensure that the proposed sludge processing line does not create an air emissions problem, rather than find out once the facility is up and running that this is the case. Thanks in advance, Lynda M. Lukasik

Murray Lukasik
68 Sherwood Rise
Hamilton ON L8T 1P2



March 25, 1999
Keith Extance
City of Hamilton-Planning Department
71 Main Street West
Hamilton, Ontario L8P 4Y5

Dear Mr. Extance,

I am writing to you to express my concern about the request by Hamilton Bio Conversion to amend their certificate of approval. As I understand it, the company is requesting permission to expand the plant by opening a new processing line (which is already in place). The line would treat industrial, sewer and pulp mill sludge from the area and from some American states. The proposed expansion would increase the throughput of the plant from a present average of 181 tonnes per day (tpd) to 728 tpd-a very significant increase.

As a Hamiltonian and the owner of a home within a 1 to 1/2 km distance to the Bio Conversion Plant, I am very concerned about the possibility that an increase of this magnitude would create a grave problem with odour in the vicinity of the plant and beyond. From what I understand, there have been no actual tests done for odour problems using the type of sludge that the company proposes to receive.

On a recent tour of the facility, I and those with me could detect an obvious odour around the outside of the plant. One can only imagine what the odour might be, given the proposed expansion.

I do not pretend to understand all of the environmental impacts that an expansion of this facility's throughput might have on the surrounding area in the way of emissions into the air or its impact on our already overloaded waste treatment system. I am, however, certain that the impact will be far from positive.

As a lifelong Hamiltonian, I maintain a great deal of pride in my city. I despair to think that it is becoming a dumping ground for all sorts of waste materials, even to receiving sewer sludge from another country. I strongly urge all those concerned to consider very carefully the longterm effects that allowing this proposed expansion to proceed may have on the people in the area and on the environment.

Yours truly,
Mrs. Jennette Lukasik
Mrs. Jennette Lukasik

c.c. Lee VanBisbrouck
Councillor Collins
Councillor Eisenberger

1(g)(i)

GRAND & TOY
A Boise Cascade Office Products Company.

Transport and Environment Committee
Regional Municipality of Hamilton Wentworth
25 Main St West
Hamilton, Ontario
L8N 3P6

June 9, 1999

To Whom it may concern,

It is my understanding that the application from Hamilton Bio Conversion to process waste water sludge will be tabled at the Transport and Environment Committee meeting scheduled for June 21st, 1999. I am requesting the opportunity to address the members of the committee, to express some of my concerns.

Grand and Toy is located approximately 1 city block east of Hamilton Bio Conversions. Over the past year and a half we have complained on numerous occasions regarding the odour emanating from the plant. Invariably whenever the wind is blowing from the west, my associates and I are faced with the displeasure of having to smell that putrid odour

Frankly speaking, they have not been able to control the odour with their current process, and I am extremely concerned about them processing waste water sludges. I can only expect the odour to be unbearable.

I look forward to hearing from you in regards to setting up a time when I can address the committee. If you would like to speak with me, I can be contacted at 561-3413 ext. 6107

Yours Truly

Joe Pini
Branch Manager

1(g)(ii)

Biggs, Carolyn

From: Lynda M Lukasik [llukasik@worldchat.com]
Sent: June 15, 1999 5:41 PM
To: Biggs, Carolyn
Subject: June 21 T&E meeting

Hi Carolyn,

I would like to address the T&E committee on June 21st re: the Hamilton Bio Conversion proposal.

Cheers,
Lynda Lukasik

METROPOLITAN PLANNING & ENGINEERING INC.
2290 QUEENSWAY DRIVE
BURLINGTON, ONTARIO L7R 3T2
TELEPHONE: (905) 637-2926 FAX: (905) 637-3268

1(g)(iii)

June 17, 1999

Fax 546-2095

City of Hamilton
Chairman and Members of the Environment and Transport Committee
71 Main Street West
Hamilton Ontario
L8P 4Y5

Re: Hamilton Bio Conversion Inc.
Application to amend C of A No. A650025

Dear Committee Members:

My name is Karl Gonnsen, President of Metropolitan Planning and Engineering Inc., a Burlington, Ontario based engineering firm that specializes in land use planning, surveying, engineering and environmental approvals.

We are appearing before your committee on June 21, 1999 to represent a client of ours, Thermo Tech Technologies Inc. (Hamilton Bio Conversion Inc.), which has an operating plant in Hamilton and has applied to the MOEE for an amendment to its waste processing certificate of approval No. A 650025.

The current application before the MOEE requests the following:

a) the addition of a 10,000 sq. ft. depackaging center for depackaging of liquid, powdered and solid organic food wastes. The packaged contents will then be treated by the Hamilton Plant's aerobic thermophilic fermentation process for the conversion into an animal feed supplement as approved by the Canadian Food Inspection Agency, as they have been for the past two years. The maximum quantity of waste received at the site will remain unchanged from the existing approved amounts of 278 tonnes on any one day and 1393 tonnes in any seven (7) consecutive days. The maximum quantity of waste processed at the site remains unchanged and is limited to 181 tonnes per day. The maximum quantity of processed (product) and unprocessed waste stored at the site, is to be increased from 525 tonnes to 1120 tonnes.

b) carryout a 31 day demonstration program to process treated digested sewage sludge using the aerobic thermophilic fermentation process to test the effectiveness of the new plant equipment and to demonstrate that the plant can produce a value added fertilizer component without causing any adverse effects to the surrounding area. The maximum quantity of sewage sludge to be received at the plant for processing is limited to 91 tonnes per day. A complete evaluation of the demonstration program will be done including a comprehensive test program of the end product produced and stack emission testing. During the 31 day test period the total plant processing capacity will be increased from 181 tonnes per day to 272 tonnes per day (181+91).

The MOEE have requested comments from the City of Hamilton and the Region on this application. Your staff have prepared a report for you. We have not seen the staff report, although we have had several discussions with your planning co-ordinator, Mr. Keith Extance. We therefore would like to present a brief report of our own for your consideration.

Hamilton Bio Conversion Inc., and the History of the Thermo Master Plant

Hamilton Bio Conversion Inc., uses a unique aerobic thermophilic fermentation process that can be used to convert a wide range of organic waste materials of human, animal or plant origin to valuable and safe commercial end products. The current focus has been processing food type waste from restaurants, food processors, retails outlets, etc.

The plant's design, size and operation have been developed over a 25 year period. Research began on the process in the 1970's at the University of British Columbia and was largely dedicated to understanding the basic technology. Later under the control of Thermo Tech, that technology was transformed into a series of pilot and commercial plant designs that are in operation today.

An aerobic thermophilic (air and heat loving) fermentation process for treatment of waste material from agricultural sources was tested by a group of researchers in the Faculty of Agriculture at UBC. The report of that research, filed in 1976, identified certain essential elements of the aerobic thermophilic fermentation technology. While some of the recommendations of the report were forward looking, the project not surprisingly, was small in scale and narrow in focus.

That early technology was later broadened and patented in the US (1981) and Canada (1980). At that point, the technology was essentially a scientific curiosity. There was neither a recognized urgency within the agriculture production industry for environmentally sound waste recycling technology nor a real concept of a comprehensive commercial delivery package. In 1984 the potential of the technology was recognized by an entrepreneur, Mr. Rene Branconnier, who had spent many years working within the food retail industry. Working with the patent holders, Branconnier established a series of companies and ventures to commercialize the technology. Although it took several more years to become a reality the vision was the need for a central plant that could achieve economy of scale and take the seasonal variability out of organic waste supplies.

It was decided that in order to fund the development of the concept to its full potential, the company would go public which was done in 1987. Research and development on the technology continued in the 1980's through collaborations with Agriculture and Agri-Food Canada, NRC's Industrial Research Assistance Program, McGill University, the University of Manitoba, the University of Guelph and UBC. Through the development program in the 1980's the company proved its technology was able to deal with virtually any organic material including food wastes, manures and sewage treatment sludges using a series of pilot plant trials. Early pilot scale trails were operated using for example the following waste materials; Hog manure, Fish Scraps, Feathers, Municipal Sludge, Vegetable Waste, Straw, Vegetable Trims, Cheese Whey, Potato Waste, etc.

Once there was proof that the aerobic thermophilic fermentation technology worked on a wide range of organic waste materials, the next step was to move on to the design and development of a commercial plant. Pilot-scale operation demonstrated the capability of the core process to transform waste materials that were problems for the generators, into valuable end products such as feeds and fertilizers. This demonstrated that revenue would be derived in the form of a disposal cost or a tipping fee and from products produced, either nutrient rich animal feed supplements or fertilizers.

The company then began to work with various engineering consultants to design the central plant. The design criteria can be described in relatively simple terms:

1) Raw material would be received and prepared by pulping and grinding to reduce it to a slurry.
2) The slurry would be delivered to the aerobic thermophilic fermentation.
3) Once the fermentation was finished, water would be removed and a dry product manufactured and shipped.
4) All the while, emissions such as odorous air had to be controlled and eliminated.

Once the basic plant design was developed, the Company set out to find a suitable location to build its first plant. Although everyone was supportive of the concept, it turned out that not all of the permitting authorities were ready to take a chance on what they saw as unproven technology. The real problem for permitting authorities was how to regulate this plant, since it really is not a waste processing or handling facility but rather a manufacturing facility.

The first Thermo Master Plant was built in Corinth, New York and opened in May, 1994. New York State issued a Beneficial Use Determination Permit that allowed the first commercial Thermo Master Plant to be built. The major volume of waste came from as far away as New York City. That changed shortly thereafter due to something called "flow control". Lessons learned in this first plant demonstrated it was possible to design a system and package the pieces together according to engineering specifications however not everything works as specified. It was shown that the process worked but the plant infrastructure and support systems needed refinement.

At the same time that the Corinth plant began construction, the Province of Ontario issued permits to build two plants, one in Hamilton and one in Brampton. These plants were designed for 200 tons per day and permitted for 125 tons per day and the lessons learned in Corinth about raw material handling and air/odor management were incorporated. These two plant opened in June, 1995. These two plants represented a major leap forward and in late 1995 it became clear that some of the mechanical systems employed at Corinth could not effectively support the Thermo Master Process. Flow control, the regulated and restricted movement of waste, had also become a factor that reduced the volume of organic waste available to the plant. The company voluntarily suspended operations at Corinth.

The opening of the Hamilton and Brampton plants increased corporate plant capacity however another lesson was learned. Even though it had employed industry-standard odor control systems in its new plants, it became apparent that in order to operate in the heart of

the industrial sector of the cities it served, the odor control had to be even better. Working with mixed food waste streams of varying nature presented new challenges to mechanical designs and systems, plus some opportunities.

In 1996, a new business thrust, the depackaging of consumer goods, was found to complement the basic business of receiving bulk food wastes. During the first years of their operation, the Hamilton and Brampton plants received many requests from major food and beverage manufacturers to accept packaged products that had been mis-manufactured (packages not filled correctly or damaged in some way) and products that were "stale dated". These products had to be disposed of in a safe and environmentally sound manner and the manufacturers were prepared to pay for the guaranteed destruction of these products. They did not want to have these products end up in the black market or in a third world country. Responding to this demand, the Company converted the Brampton Plant to a depackaging operation. Equipment for efficient shredding, washing and separating of the packaging materials from the food and beverage contents was installed. Security systems were installed and procedures developed for ensuring the destruction of the food and beverage products to the satisfaction of the major manufactures. Packaged food and beverage products were received, removed from packages, slurried to destroy them as saleable products and then shipped to the Hamilton Plant. The packaging materials, including plastic, metal and paper were separated and sold in the recycling marked.

For the manufactured product the company arranged an agreement with Miracle Feeds of Canada (now called Furst McNess) for the ultimate formulation and marketing of all finished product (feed or fertilizer).

As with any visionary company, the company wants to expand, respond to market demand and increase the processing capacity over time. Recognizing that markets were available for easily packaged fertilizer products the company retained the engineering services of Dick Engineering in 1997/98 to review the plants operation and to expand the plants processing capabilities. To this end a new plant to operate in parallel with the existing plant, was built to process municipal sewage sludges for use as fertilizers.

Amendment Application

The application to amend Hamilton Bio Conversion's Certificate of Approval before you today requests two modifications.

1) Move and relocate the depackaging operation from Brampton to Hamilton.
2) Carry out a 31 day demonstration program to process treated sewage sludge.

1. Depacking Operation

As indicated the Hamilton plants current operation processes food types wastes and convert 100 % of this into a dried pellet, rich in fibre, fat and protein which is sold to Miracle Feeds for use in animal feed (pigs and chickens), with approval and registration from the Canadian Food Inspection Agency.

In June of 1998 a decision was made by Thermo Tech management, to consolidate the Brampton and Hamilton Plant's operations to improve operating efficiencies and lower operating costs. As the Brampton plant was operating solely as a depackaging plant, it was decided to move the depackaging operations to the Hamilton Plant.

The operation is simple and involves separating the packaged contents from the packaging container. Waste receipts include the same types as that already approved for processing at the Hamilton Plant, that is to say liquid, powdered or solid food type wastes. Waste types include off specification or damaged products such as powdered milk, ice cream in cartons, cases of carbonated soft drinks, dry mixes, juices, tomato sauces, cases of soup cans, etc. that require depackaging and recover of the contents for further processing via aerobic thermophilic fermentation and recovery of the plastics, aluminum, steel and glass containers for recycling. Large brand name manufacturers such as Coca Cola, Mead Johnson, Wyeth Ayerst, Ault Foods, Kelloggs, John Labbatt, Molson Breweries and Campbell Soups currently use this complete recycling facility.

The proposed location/size of the depackaging building and equipment is in an area east of the weigh scales with an area of 200' x 50' (10,000 sq. ft.).

The processing capacity of the Hamilton Plant will not change as a result of this modification to the Certificate of Approval. The current certificate allows for waste processing to a maximum capacity of 181 tonnes per day. This will not change as a result of relocating the depackaging operations to Hamilton.

In fact the depackaging operations began in Hamilton in late April, 1999 and this activity is temporarily being carried out in the plant's new tipping bay until approval for a new building is approved as requested in the pending application.

2. Demonstration Program for the Processing of Sewage Sludge

The Thermo Master Process was originally developed and applied to sewage sludge and fecal materials to yield products for fertilizer and fertilizer supplements, or soil conditioners that were safer, of higher value and of wider application than the unprocessed material. This extensive testing and demonstration of the process was carried out at a prototype scale at the West Langley Sewage Treatment Plant, Langley B.C.

Commercial application of the process to date, has only been for food wastes in the production of protein-rich animal feedstuffs.

The technology has however been used at sewage treatment plants throughout the world for many years but not under such strict conditions as our client utilizes. Aerobic thermophilic sludge digestion has been used successfully, particularly in Germany, since the mid 1970's. There are over 35 full-scale operating facilities in Germany today, mostly digesting municipal sewage sludge. The objective in these plants is primarily the reduction of solids for final disposal. It is not unusual to achieve up to 40% reduction of solids when using digestion times in the range of 6 to 10 days in a conventional aerobic thermophilic process.

Thermo Tech has modified this basic process and applied it, not primarily for solids reduction, but rather for conversion of lower grade organic waste to higher grade end products.

The second component of this amendment is to carryout a demonstration program using the plant's new dedicated processing line and equipment, to process treated digested sewage sludge into a value added end product. Concerns have been expressed by the public and the MOEE with regards to processing this waste stream at the throughputs requested in an earlier application. In order to demonstrate that the equipment design is capable of processing this waste stream without causing any adverse environmental impacts, it is proposed that a limited evaluation period be granted. The quantity of waste to be processed is to be limited to a maximum of 100 tons per day (91 tonnes per day) for a demonstration period totaling one month (31 days), either continuous or intermittent. This will allow time to evaluate the new equipment, test the end product produced and conduct stack testing as requested by the MOEE's air approval branch.

This quantity of 91 tonnes per day of sewage sludge would be in addition to the quantity of food waste permitted under the current C of A (i.e. maximum quantity of waste allowed to be received at the Site is 278 tonnes on any one day and 1393 tonnes in any seven (7) consecutive days. The maximum quantity of waste processed at the site shall not exceed 181 tonnes per day. The maximum quantity of waste stored at the Site, at any one time, shall not exceed 525 tonnes.) During the 31 day test period the total plant processing capacity will be increased from 181 tonnes per day to 272 tonnes per day (181+91).

Evolution of Plant Environmental Control Improvements

Environmental control improvements at the Hamilton Plant have been continually evolving over time. In fact this aspect of the plants operation has undergone the most extensive review and engineering improvements.

The original plant design as built in 1995 used a two tower Regenerative Thermal Oxidizer with a destruction efficiency for odour control of 95%. This proved to be inadequate. The particulate collection system used fabric and wire mesh filters which were again inadequate and the air flow throughout the building was inadequate.

As indicated Thermo Tech retained Dick Engineering of Toronto in late 1997 and 1998 to review the entire plant operation and equipment with the aim to increase plant throughput and to install the best available emission control technology to enable the plant to operate as

efficiently and odour free as possible. The cost of these environmental control improvements were several million dollars.

The main features of the odour abatement program which have been implemented include:

- Maintaining the Plant under negative pressure, so that air flows into the area from outdoors, rather than out.

- Maintaining all loading and unloading doors closed.

- Increased plant air changes. Ventilation (air changes) increased to six air changes of air per hour in the plant versus the earlier design of 1.5 air changes per hour.

- Installation of air curtains at the loading/unloading doors to prevent drafts from pulling air out of the plant when trucks enter or leave the building.

- Frequent washdown of the floors, to remove sources of odour.

- High efficiency cyclone and venturi scrubber system to remove particulate matter. This replaces previous less efficient filter banks.

- Strict policy of plant cleanliness and daily housekeeping as part of employees job task.

- High efficiency regenerative thermal oxidizer 5 tower unit designed for a destruction efficiency of 99% in addition to a two tower 95% efficient regenertive thermal oxidizer.

- Addition of an evaporator to recover centrate (product).

- Elevated stack to aid in dispersion of the plume and to comply with good engineering practices.

Air Balance and Odour Control System

As indicated, it is essential that the facility make every effort to prevent the emissions of odorous substances to the environment. The Regenerative Thermal Oxidizer is the means of destroying odorous substances to a high degree but the design of the entire facility is such as to confine and control odorous compounds.

Ways in which this has been covered in the design are the following:

- Negative Pressure. A properly designed facility will attain a close correspondence between the volume of air which is exhausted from the facility and the air which is supplied to the facility (make up air). The make up air is conditioned in various ways such as heating, cooling, humidification, dehumidification, etc. To prevent fugitive (from doorways and other openings), the volume of exhausted air must exceed the

volume of supplied air. This puts the building under a slight negative pressure and inadvertent flows occur inward rather than outward. We have recently completed a plant air balance to ensure a negative pressure exists.

- Loading/Unloading Doors. When such doors need to open because of vehicle movements, drafts caused by the vehicles and disturbances caused by winds could still lead to fugitive emissions. These effects have been counteracted through the use of air curtains at the doorways. The curtains create a flow of air across the doorway opening which directs the flow back into the building and tends to prevent fugitive emissions.

- Odour Treatment. Because odorous air must be exhausted from the facility, it is important to use effective means of treating this air. As described below, the Plant oxidizes the odorous compounds at high temperatures, causing a 99% destruction of the compounds.

- Dispersion. Because 100% odour destruction is almost impossible to achieve, added measures are taken to ensure that detectable emissions do not reach the nearest neighbor. Dilution of the exhausted air helps achieve this effect and a tall exhaust stack aids in dilution. The exhaust stack for the Plant is 28.3 meters above ground level. Dispersion modeling predicted ground level odour less than 1 odour unit beyond the property which complies with your Ministry requirements. Emissions were also calculated for the following contaminants and all the results were well below the Ministry's emission criteria. Particulates, Nitrogen Oxides, Sulphur Oxides, Carbon Monoxide, Total VOC and Total Hydrocarbon.

Regenerative Thermal Oxidizer (Durr)

The purpose of the Regenerative Thermal Oxidizer is to destroy odorous emissions from the facility, before they are discharged into the ambient air.

The plant utilizes two regenerative thermal oxidizers, the original unit, when the plant was built in 1995 which has a destruction efficiency of 95% and the new 5 tower unit built in 1998, designed for a destruction efficiency of 99%. The plant treats a large volume of air, for the size of the plant with a design capacity of 86,000 scfm. This is due to the large number of air exchanges per hour throughout the building. All this air is treated prior to discharge to the atmosphere in two RTO units which were designed to handle all the plant air from the two processing lines including processing of sludges. RTO Unit 1 has a design capacity of 18,000 scfm while the new unit, RTO Unit 2 has a design capacity of 68,000 scfm.

Burning gases at high temperatures (incineration) is often selected as a means of destroying odorous compounds. The drawback of incineration is the cost of fuel, especially when handling large air volumes, as is the case at the Hamilton Plant. The regenerative aspect is that the heated air, which has destroyed its load of odorous substances, is used to heat ceramics material which is held in a tower. The hot air heats the ceramic material and is cooled itself. The incoming air, on its way to the burner, is heated by being passed through

a tower which had been previously heated. Because the air to the burner enters at an elevated temperature, the need for natural gas is reduced markedly. By switching the towers from being heated with exhaust air, to being cooled with incoming air, most of the energy contained in the hot air can be captured.

Additional measures currently being taken include installation of alarms on all plant doors.

We are currently working with Durr Environmental, the manufacturer of the Regenerative Thermal Oxidizers, to ensure that these units are meeting the performance guarantees. In fact Durr have been in the plant several times since January, 1999 with the last visit at the end of April, 1999 to adjust and perform maintenance of the unit.

Previous Application

An application to amend the plant's Certificate of Approval was submitted to the MOEE in November, 1998, however it was not processed and later returned in favor of the application currently before you. The application of November, 1998 requested a significant increase in the processing capacity as well as processing sewage sludges in the amount of 400 tons per day. As part of this application process an open house was held on February 25, 1999 in which attendees from the City of Hamilton, Region of Hamilton Wentworth, MOEE, local neighbors and environmental groups attended. Your committee chairman, Chad Collins attended as well as Fred Eisenberger, Chairman of the Region's Environmental Services Committee and Dominic Agostino, M.P.P., Hamilton East.

The main issues raised at the open house were associated with the processing and handling of sludges. Therefore, as a result of this meeting it was decided to present a less aggressive program and only request a relocation of the non contentious depackaging operation from Brampton to Hamilton, without requesting an increase in processing capacity and to conduct a demonstration trial lasting 31 days for the processing of sewage sludge to demonstrate that no adverse impact would be noted by the surrounding neighbors. If this demonstration program is successful then a further application would follow.

Improvements made to the plant since the open house in February included ensuring that the thermal oxidizer used for odour control was operating as per design conditions. This involved having service technicians from Durr Industries, Michigan, the manufacturer on site several times to service, adjust, install an inline burner and clean the equipment for optimum performance.

Monitoring of Plants Performance

To ensure that the plant's performance is operating as per design the company has committed to periodic stack testing to ensure that emissions released to the atmosphere are in compliance with the permit conditions and environmental regulations.

The latest stack testing was done on April 28, 1999. Testing was done on the two regenerative thermal oxidizers for odour and total hydrocarbon. The outlet concentrations for odour did meet the manufacturer's guarantee for the new RTO of outlet concentrations

of <250 ou when inlet loading is < 25,000 ou. The actual concentrations were an inlet value of 5771 ou and an outlet value of 122 ou, giving a 98% destruction efficiency.

The ISC3 dispersion modeling was performed to determine the maximum ground level concentrations of odour emitted from the Hamilton facility. The maximum GLC was determined to be 0.1 ou/m^3, situated north-west of the property. This represents 10% of the maximum criteria as per MOEE guidelines.

In conclusion, Thermo Tech has installed the best available control technology to ensure the environmental regulations are met and the plant can operate in an industrial setting without causing adverse impacts to its neighbors or the community in which is operates.

Yours truly,

KG/jc

Karl Gonnsen, P.Eng.

cc:

Chad Collins, Chairperson
Dave Wilson, Vice Chairperson
R.M Morrow, Mayor
M. Kiss, Alderman
A. Horwath, Alderman
B. Morelli, Alderman
T. Jackson, Alderman
T. Anderson, Alderman
F. D'Amico, Alderman

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3
File No. TEC-127-99 / Author: M. Hazell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Municipal Car Parks in the vicinity of Barton Street and Sherman Avenue (PWT99006)

RECOMMENDATION:

That, in accordance with the Real Property Sales Procedural By-law No. 95-049:

- the former Municipal Car Park 12B (90 Kinrade Avenue) be declared surplus to the requirements of the City of Hamilton; and
- the Real Estate Division be authorized and directed to sell this property.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A municipal parking lot at this location does not appear to be a viable business entity at this time. Declaring this property surplus will eliminate unnecessary expenditures for installing parking meters and reopening this property as a municipal car park.

BACKGROUND:

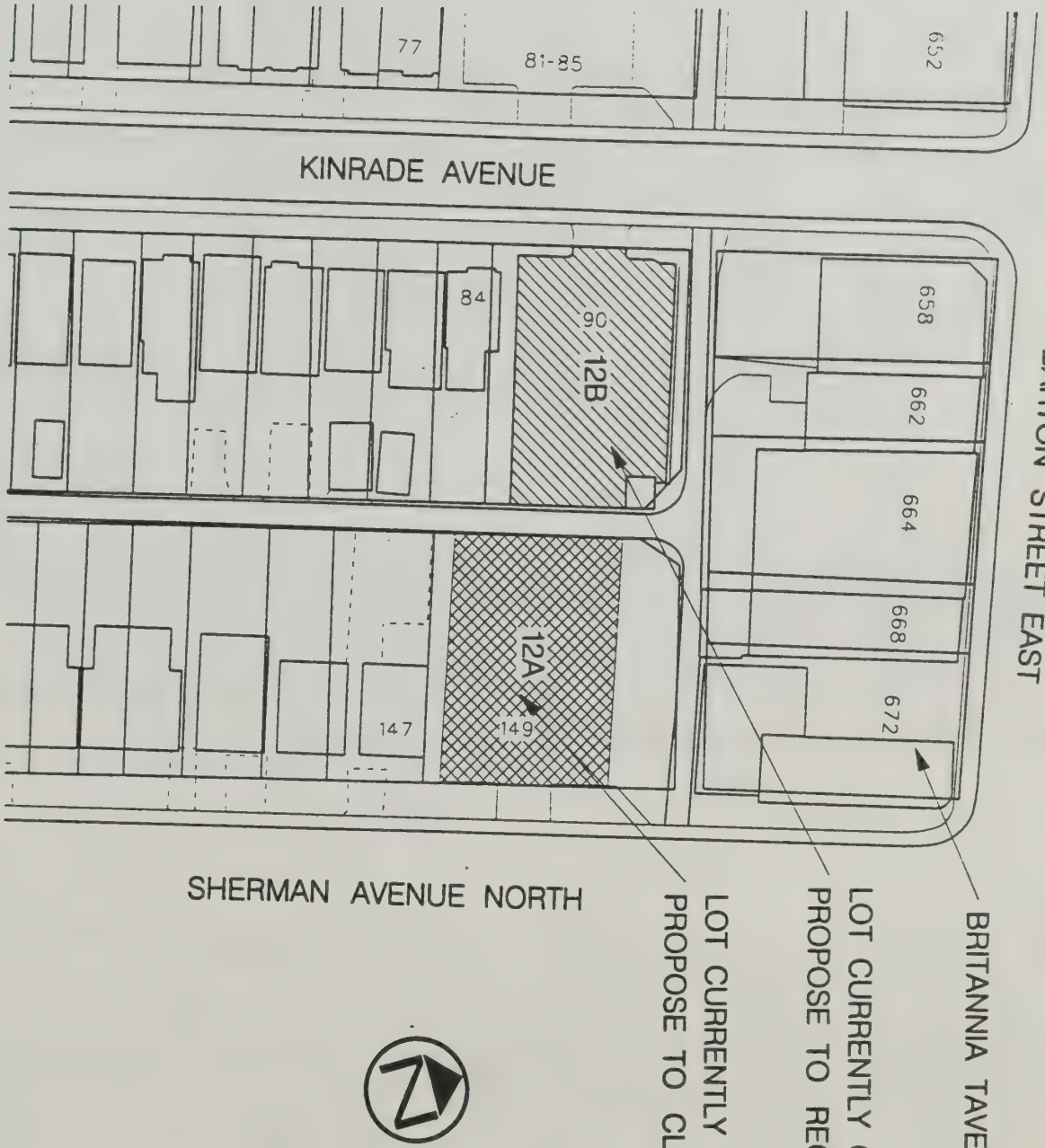
On 1988 July 7th, the City Council approved a recommendation that municipal Car Park 12B (90 Kinrade Avenue) be removed from the list of surplus properties, and that municipal Car Park 12A (153 Sherman Avenue North) be declared surplus and offered for sale since the proprietor of the adjacent Britannia Sports Bar and Grill had expressed an interest in purchasing Car Park 12A to use as a parking lot for his customers.

The City Council had declared Car Park 12B surplus in 1997, but there had never been any interest by prospective purchasers. The former municipal Car Park 12B is located on the east side of Kinrade Avenue, south of Barton Street, and is separated by an alleyway from former municipal Car Park 12A which is on the west side of Sherman Avenue, as shown on the attached map.

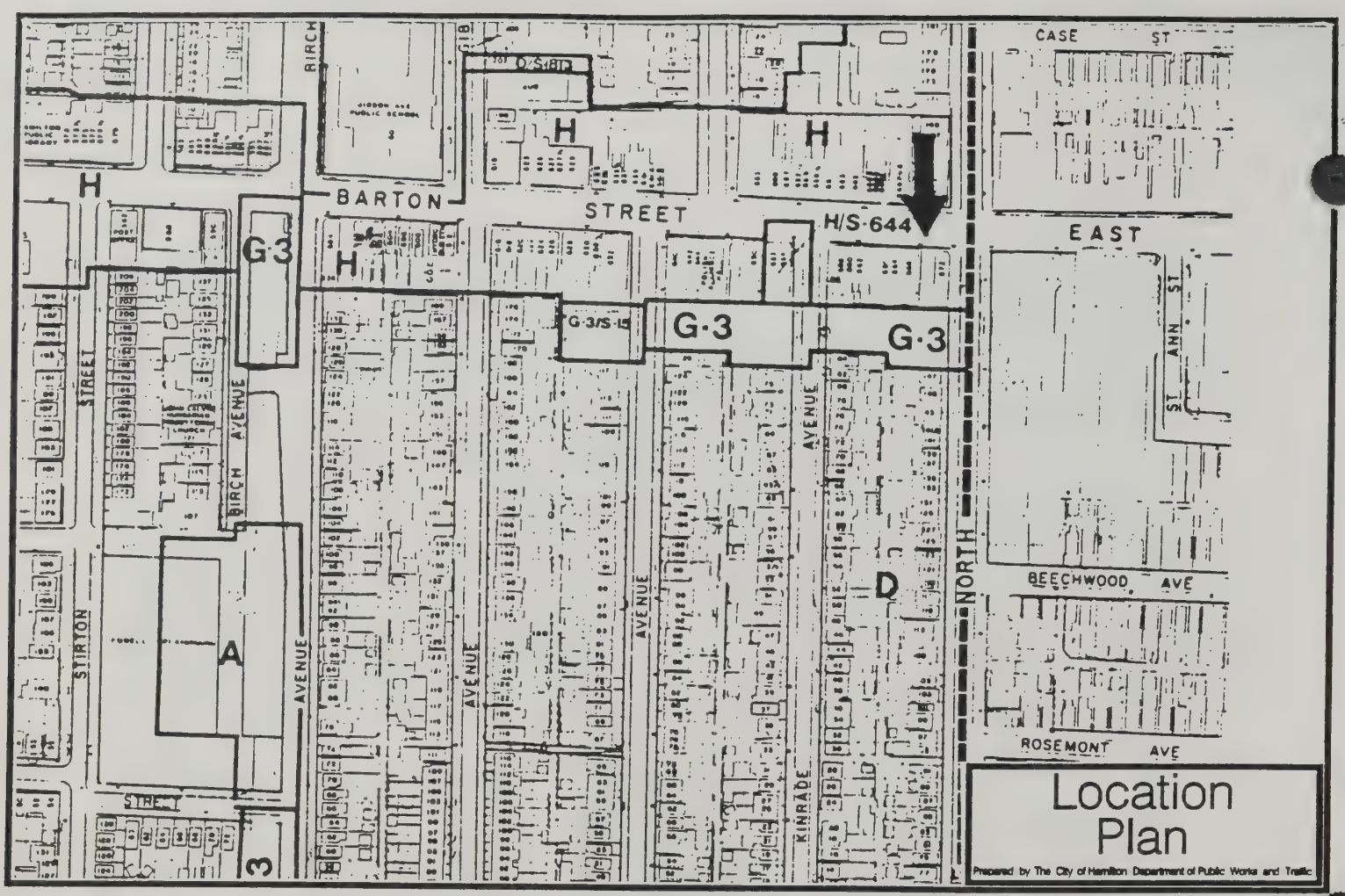
The Real Estate Division has been negotiating with the adjacent property owner since that time, and we have been advised that the property has now been sold to the proprietor of the Britannia Sports Bar and Grill effective 1999 May 31. For the past 10 months, the Britannia Sports Bar and Grill has had almost exclusive use of the adjacent municipal car park for storage and construction parking during renovations, while the former Car Park 12B was never reopened for parking.

There is simply not enough of a demand for public parking in this area to require the reopening of Car Park 12B and, it is staff's assessment, that this would not be a viable business entity. There have been no concerns expressed by area merchants or customers regarding a need for public off-street parking particularly since parking is allowed on both sides of Barton Street. Therefore, it is recommended that the former municipal Car Park 12B remain closed and that the property again be declared surplus to the City's requirements.

MBH/kag
Attach.

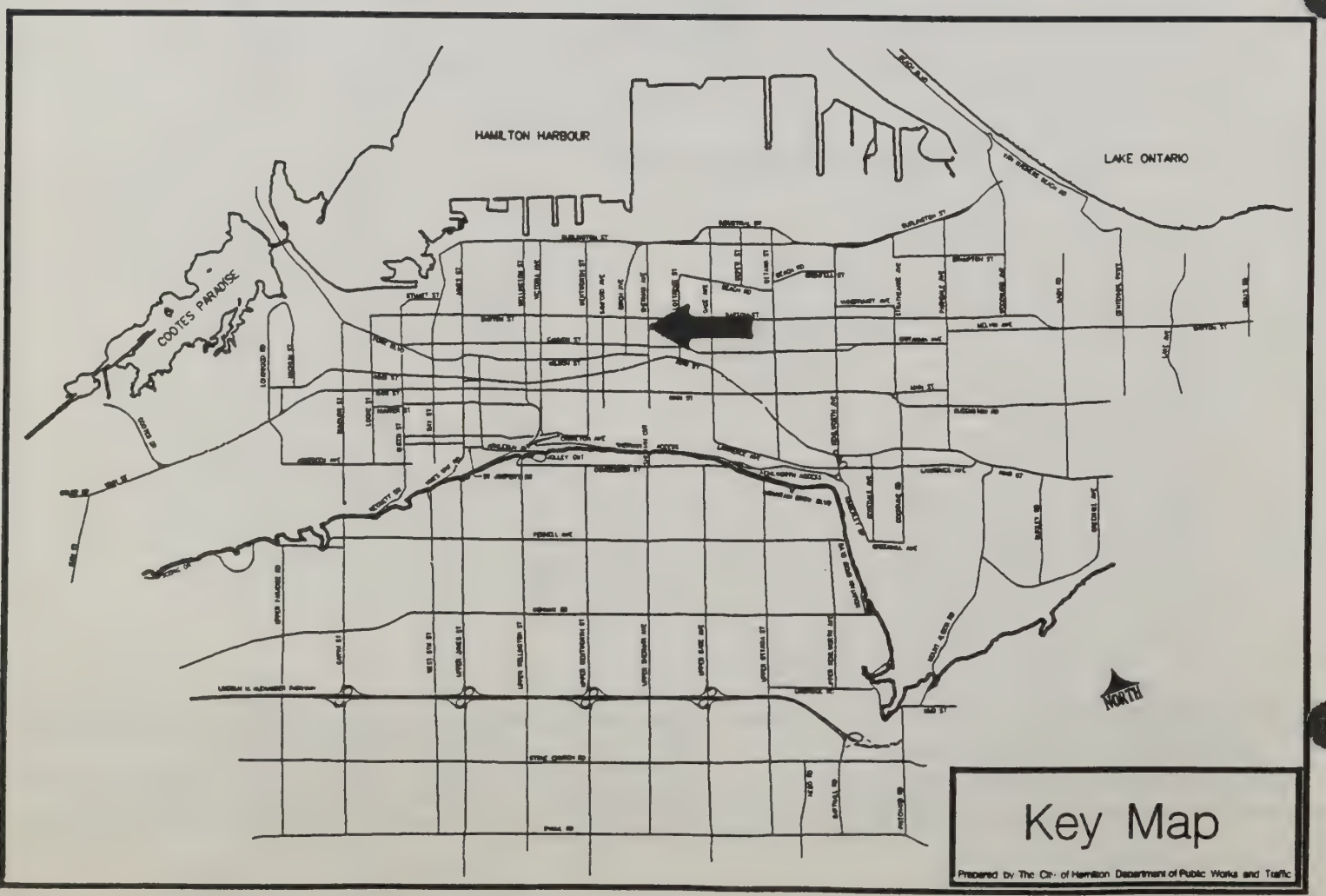


PREPARED BY THE CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS AND TRAFFIC	REPORT: TEC-196-98		
	DRAWN BY: RDG	DATE: 1998:06:26	NOT TO SCALE



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 May 26
File No. TEC-130-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cannon Street East and Sanford Avenue North
- School Crossing Guard Request (PWT99008)

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Sanford Avenue North during the morning, lunch and evening school crossing periods; and,

(b) That consideration be given in the 2000 Current Budget process for an expansion package of $6,000 plus administrative costs for a School Crossing Guard at this location.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning, lunch and evening duty times is approximately $6,000 per year, plus administrative costs. This increase can be accommodated within the current (1999) Departmental budget for the remainder of 1999. However, in order to fund this location in 2000, an expansion package will be prepared as part of the 2000 budget process.

BACKGROUND:

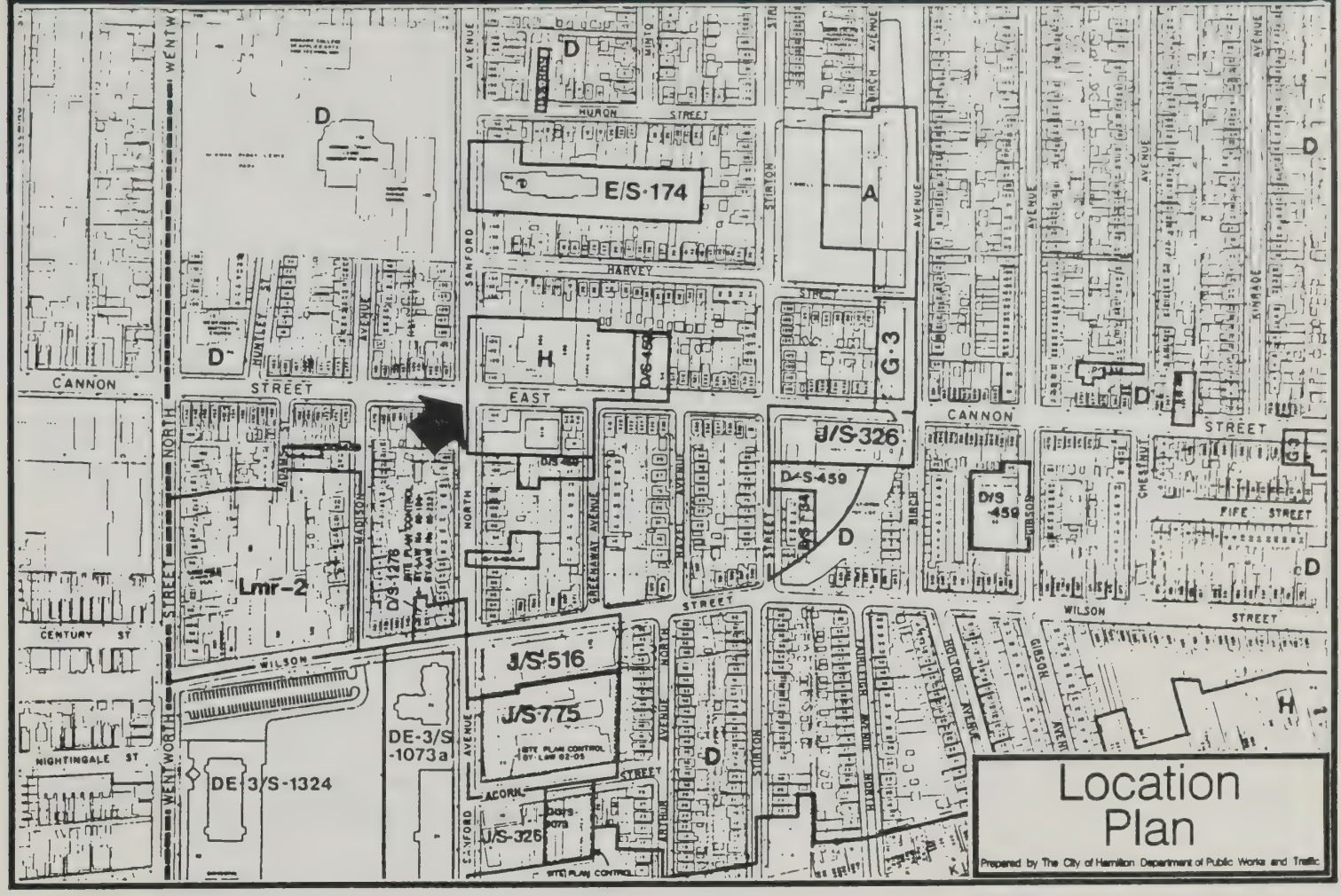
Staff have been contacted by Alderman Dennis Haining, with concerns relating to children crossing both Cannon Street East and Sanford Avenue North and the need for a School Crossing Guard.

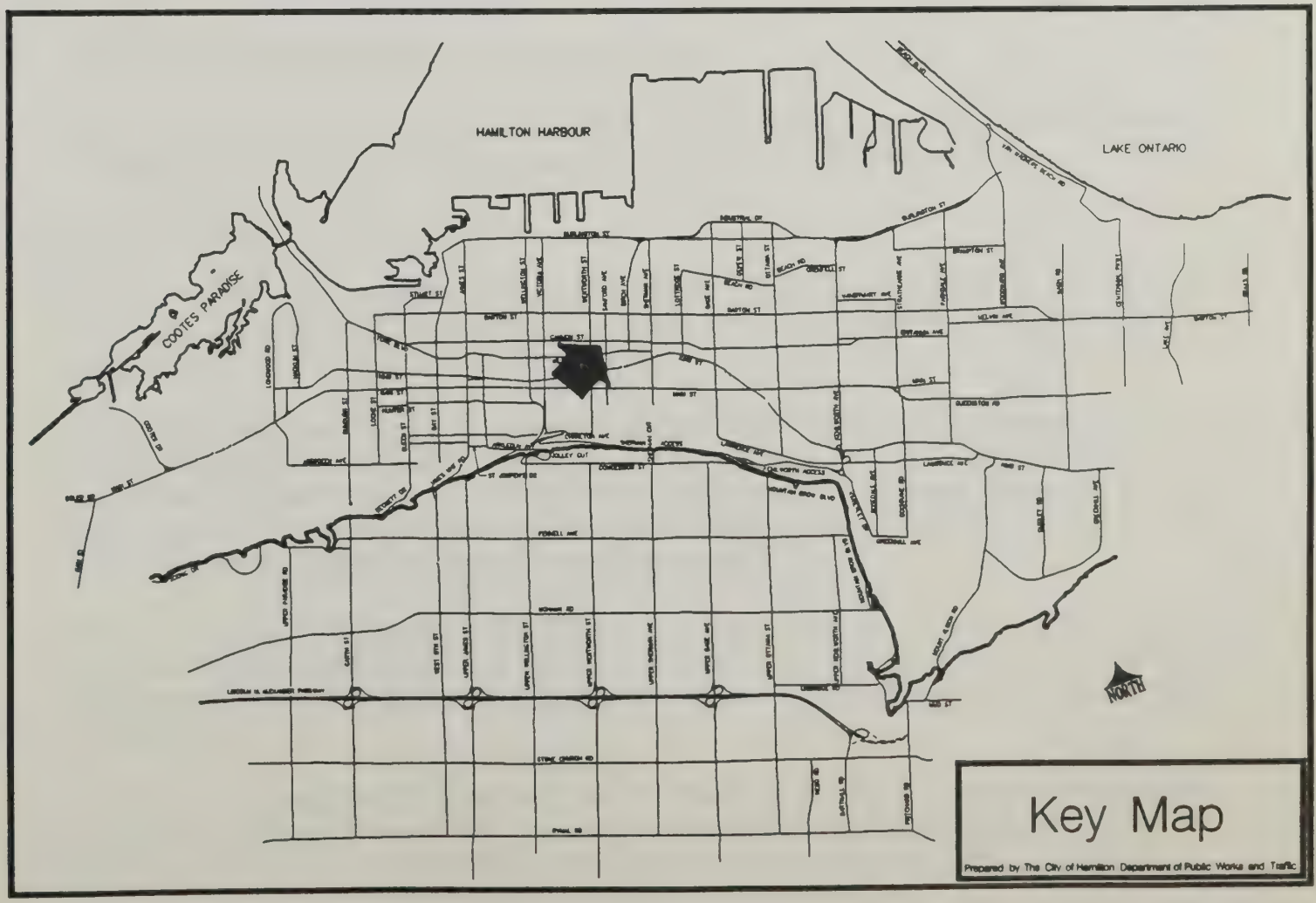
Staff undertook studies at the intersection on 1999 May 18. It was determined that there are approximately 225 crossings of Cannon and 99 crossings of Sanford during the three crossing periods. This intersection is controlled by a traffic signal, which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff noted that there are behavioural problems by both motorists and children at the intersection, which are creating a safety problem. It has been

observed that some motorists are not yielding to the children and/or stopping for the traffic signal. In addition, there were several occasions where the children were crossing both streets incorrectly.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1999 May 27. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Cannon Street East and Sanford Avenue North during the morning, lunch and evening school crossing periods, on a permanent basis.

TA/MBH/str


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic
CANNON STREET
EAST
WILSON STREET
HURON STREET
HARVEY
WENTWORTH STREET NORTH
SANFORD AVENUE
STERLEY AVENUE
GREENAWAY AVENUE
MACNAB AVENUE
BIRCH AVENUE
GIBSON AVENUE
CHESTNUT AVENUE
FIFE STREET
CENTURY ST
NIGHTINGALE ST
ACORN
E/S-174
J/S-326
J/S-516
J/S-775
DE-3/S-1324
DE-3/S-1073a
Lmr-2
D
H
A
G-3


Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic
HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH

CITY OF HAMILTON

3(c)

- RECOMMENDATION -

DATE: 1999 January 5
File No. TEC-021-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Mount Pleasant Drive and Templemead Drive - Intersection Control (PWT99013)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Mount Pleasant Drive and Templemead Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. and Mrs. E. Moore, 703 Templemead Drive, that three-way stop control be implemented at the intersection of Mount Pleasant Drive and Templemead Drive.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Mount Pleasant is required to stop for eastbound and westbound traffic on Templemead. Records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the implementation of three-way stop control could not improve upon this excellent collision record.

Presently, there is an existing three-way stop control one block east of the subject intersection at Rockland and one block west of the subject intersection at Innswood. Staff would consider an additional stop on this section of street to be over-restrictive and unnecessary.

Staff has assessed this request and must advise of concerns regarding the use of unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic on a

CITY OF HAMILTON

3(c)

- RECOMMENDATION -

DATE: 1999 January 5
File No. TEC-021-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Mount Pleasant Drive and Templemead Drive - Intersection Control (PWT99013)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Mount Pleasant Drive and Templemead Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. and Mrs. E. Moore, 703 Templemead Drive, that three-way stop control be implemented at the intersection of Mount Pleasant Drive and Templemead Drive.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Mount Pleasant is required to stop for eastbound and westbound traffic on Templemead. Records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the implementation of three-way stop control could not improve upon this excellent collision record.

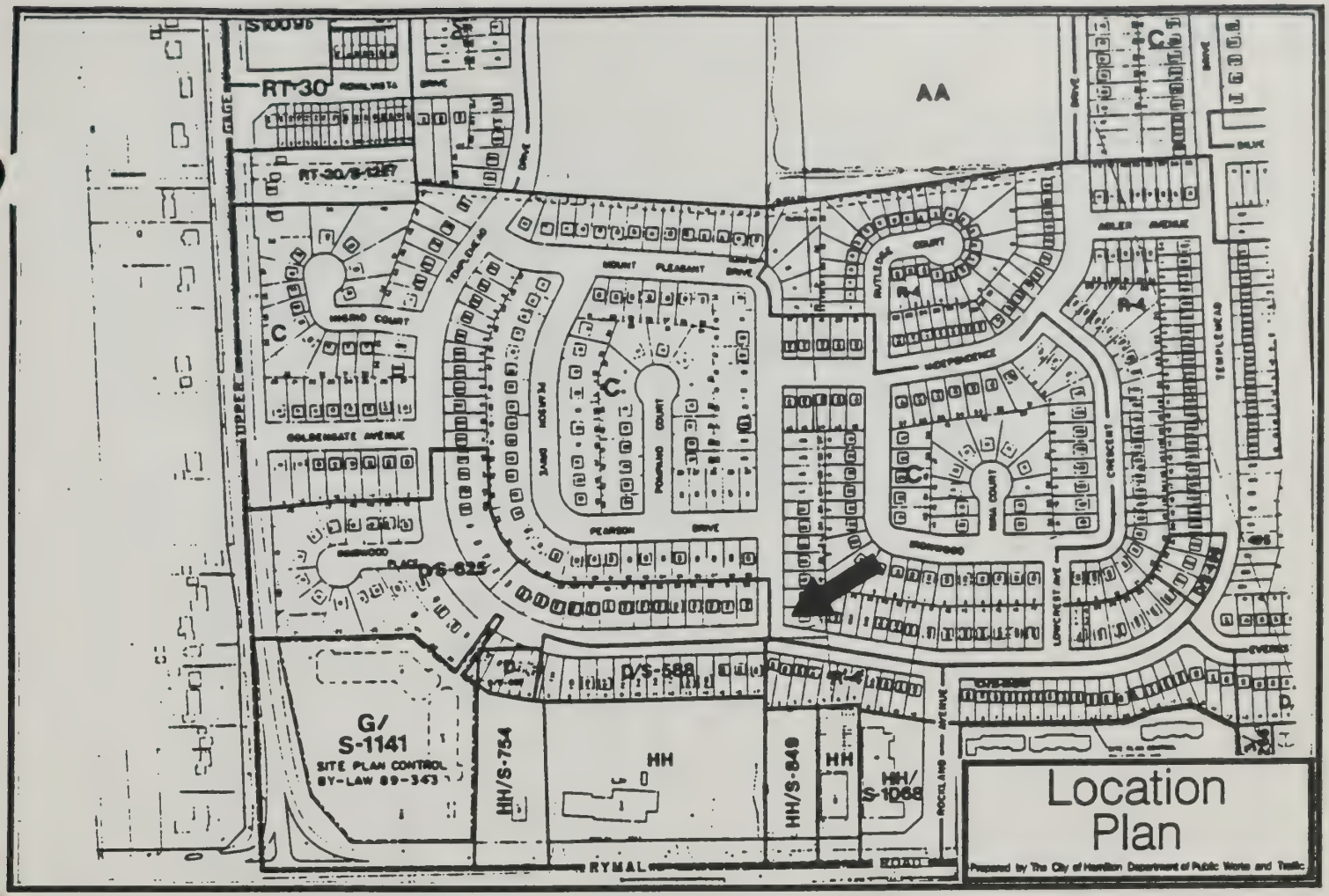
Presently, there is an existing three-way stop control one block east of the subject intersection at Rockland and one block west of the subject intersection at Innswood. Staff would consider an additional stop on this section of street to be over-restrictive and unnecessary.

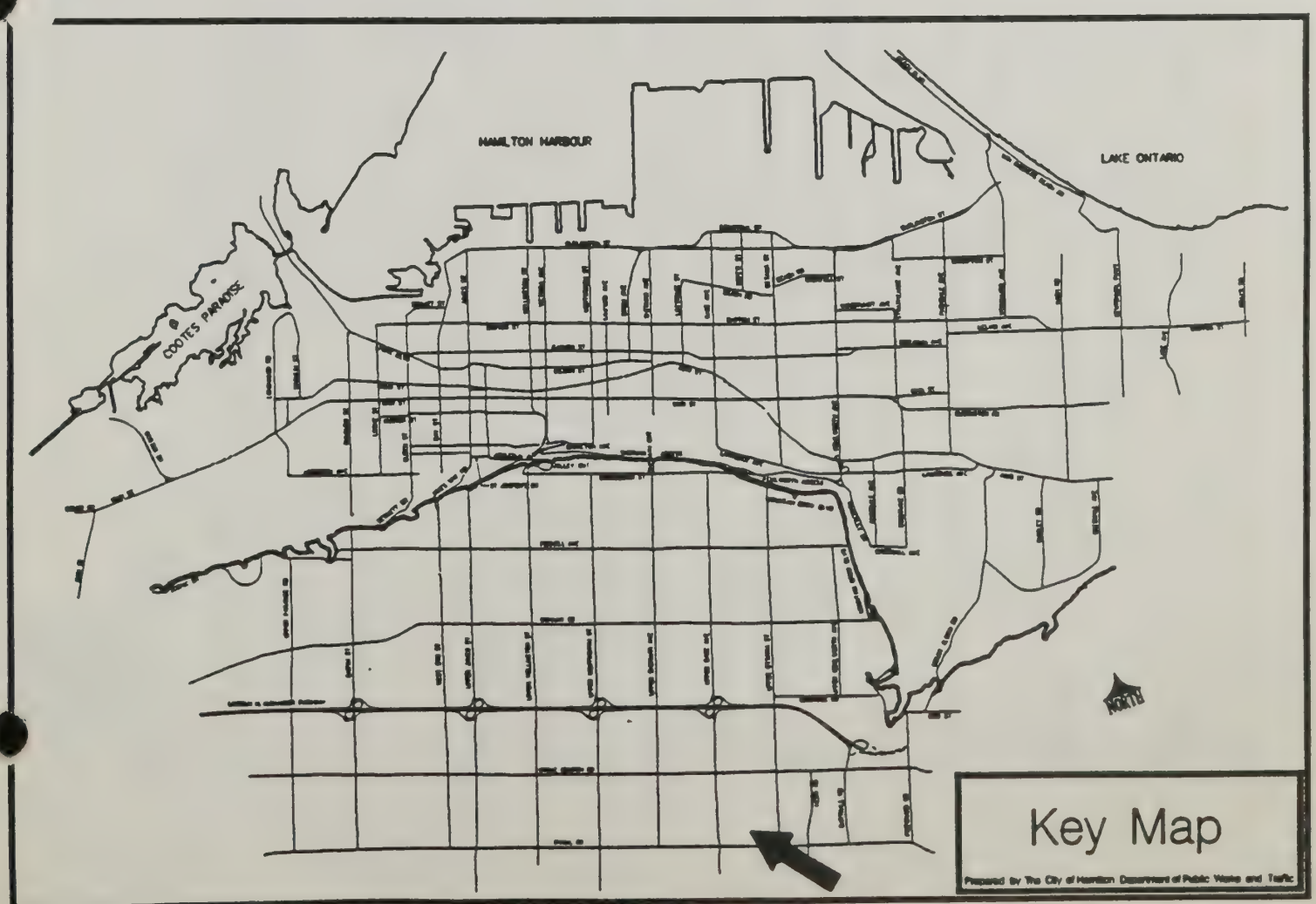
Staff has assessed this request and must advise of concerns regarding the use of unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic on a

particular street, stop signs have extremely harmful environmental affects and unnecessary stop signs create disrespect for the device by the motorist to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Mount Pleasant and Templemead.

CVB/MBH/klk


RT-30
AA
C
P
G/
S-1141
SITE PLAN CONTROL
BY-LAW 89-343
HH/S-754
HH
HH/S-848
HH/
S-1088
P/S-625
P/S-588
RYMAL
Location
Plan


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map

CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

REASON FOR PETITION: *WE, THE UNDERSIGNED, SUPPORT THE INSTALLATION OF A THREE-WAY STOP SIGN AT TEMPLEMEAD DRIVE AND MT. PLEASANT DRIVE.*

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
ERNIE MOORE	703 TEMPLEMEAD DRIVE	L8W2V8	Ernie Moore	389-2373
DIANE MOORE	703 TEMPLEMEAD DR	L8W 2V8	Diane Moore	389-2373
Debbie Crawford	691 Templemead Dr.	L8W 2V8	D Crawford	385-1113
Brian Andrews	691 Templemead Dr.	L8W 2V8	B Andrews	385-1113
Ashlee Snyder	20 Anna Capri #7	L8W 1M6	Ashlee Snyder	389-9684
TINA SIMONE	687 TEMPLEMEAD DR.	L8W 2V8	Tina Simone	388-5659
DOUG SRIGLEY	141 MOUNT PLEASANT DR	L8W-2V8	D R Srigley	389-5845
SHIRLEY SRIGLEY	141 MOUNT PLEASANT DR	L8W2V8	S. Srigley	389-5845
Roman Radojewski	133 Mount Pleasant Dr.	L8W-3H1	R Radojewski	574-0008
Anna Radojewski	133 Mount Pleasant Dr.	L8W-3H1	A Radojewski	574-0008
Pierre Theundon	145 Mount Pleasant DR. L8W-2V8.		P Theundon	389-8945
KEVIN HUNT	137 MOUNT PLEASANT DR.	L8W 2V8	Kevin Hunt	387-8687
Simone Guerrera	687-TEMPLEMEAD DR. L8W 2V8		Guerrera Simone	388-5659

3(c)(ii)

CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

REASON FOR PETITION: *WE, THE UNDERSIGNED, SUPPORT THE INSTALLATION OF A THREE-WAY STOP SIGN AT TEMPLEMEAD DRIVE AND MT. PLEASANT DRIVE.*

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Patricia Haigh	707 Templemead Dr	L8W 2V8	P. Haigh	574-7799
Pam Theriault	711 Templemead D	L8W 2V8	P. Theriault	385-8876
Renia Bayko	740 Templemead Dr	L8W 2V7	R. Bayko	383-1372
Carolyn Bodo	752 Templemead Dr.	L8W 2V7	Carolyn Bodo	318-6935
Craig Smith	732 Templemead Dr	L8W 2V7	Craig Smith	335-7641
JOHN TOMAN	715 TEMPLEMEAD DR	L8W 2V8	John Toman	575 7850
Sadie Toman	713 Templemead Dr	L8W 2V8	Sadie Toman	575-7850
Sheila Gayk	719 Templemead Dr	L8W 2V7	Sheila Gayk	387-8999
PAUL HAIGH	707 TEMPLEMEAD DR	L8W 2V8		574-7717
FRANCIS NANA	716 Templemead Dr.	L8W-2V8		389-2065
Clint Cibulis	712 Templemead Dr.	L8W-2V8		388-2722
USHA ALI	716 TEMPLEMEAD DR	L8W-2V8		389-2065

CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

REASON FOR PETITION: *WE, THE UNDERSIGNED, SUPPORT THE INSTALLATION OF A THREE-WAY STOP SIGN AT TEMPLEMEAD DRIVE AND MT. PLEASANT DRIVE.*

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
S Bates	345 Geneva ST	L8N 2G4	S Bates	908-935-2448
JAMES NEWBERY	26 PARKSIDE RD			385907
D. NEEDHAM D Needham	1 Royalwood Ct.	L8E 4K3	D Needham	643484
D Coffell	24 Fincrest RD	" "		—
[illegible]	354 Hwy 8 RR	L8L 4L7	[illegible]	[illegible]
Bill Hollis	139 Copp St	L8H 5B3	[illegible]	
Mary Bellamy	1303 Woodmen Dr			

CITY COUNCIL
HAMILTON, CANADA

PETITION

REASON FOR PETITION: *WE, THE UNDERSIGNED, SUPPORT THE INSTALLATION OF A THREE-WAY STOP SIGN AT TEMPLEMEAD DRIVE AND MT. PLEASANT DRIVE.*

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Mona Matysik	755 Templemead Dr.	L8W 2V7	Mona Matysik	389-7342
SAMINA MIRZA	751 Templemead Dr	L8W 2V7	Samina Mirza	383-1250
STEPHEN MATYSIK	755 TEMPLEMEAD DR.	L8W 2V7	Stephen Matysik	389-7342
JERRY SORBARA	768 TEMPLEMEAD DR.	L8W 2V7		388-6456
TAMMY SLATER	765 TEMPLEMEAD DR.	L8W-2V7	Tammy Slater	389-9668
SCOTT FARAWAY	772 "	"		388-0195

3(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999, May 19

REPORT TO: C. Biggs, Acting Secretary
Transport & Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Recovery of Costs Associated with the Enforcement of the By-law 85-159 "Respecting Collectible Waste"**

RECOMMENDATION:

a) That as per By-law 85-159 "Respecting Collectible Waste" the Commissioner of Public Works and Traffic be authorized to pick up bulk garbage that has been placed at curbside with no prior arrangements being made through the Department of Public Works and Traffic; and,

b) That the Department of Public Works and Traffic recover any costs associated with this extra level of service from the abutting property owner through the municipal tax roll.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Staffs concerns are with property owners who fail to comply with the regulations dealing with bulk garbage being placed out at curbside without prior arrangements being made through the Public Works and Traffic Department, or rental properties where garbage has been left out after the tenants have moved on. The recommendation would serve to act as a deterrent where costs for staff time are tallied and recovered in the enforcement of the City of Hamilton, By-law 85-159 " Respecting Collectible Waste".

The provisions under the current By-law are as follows:

> *Two working days notice, prior to your normal collection day is required for the collection of bulk items (limit of four items) per household or eight items for apartment buildings. Items must be placed out front by the city sidewalk no later than 7:00 am on your garbage day.*

BACKGROUND:

Staff believes it is more equitable to recover the costs associated with this extra level of service from the violators rather than from the community at large. The enforcement of the current By-law is an ongoing process that consumes a large amount of staff time. The recommendation would allow the city to levy fees and charges on a cost recovery basis for the associated work and administrative charges of enforcing the By-law.

A "Notice to Occupant or Owner" (Schedule 'A') would be delivered twenty-four hours prior to city forces doing the clean up operation allowing the property owner time to clear the refuse themselves. In the event the refuse has not been cleaned up or removed after the twenty-four hours has lapsed, Public Works and Traffic staff would pick up the refuse and the charges for this service would be levied against the abutting owner.

It is anticipated that the recovery for this service would be in the amount of $10,000. to be deposited into Centre No. 60168 59001. This amount will no doubt decrease in subsequent years, as people become aware of the consequences.

In 1997 we had 32 complaints of this nature where staff were required to investigate and clean up various amounts of garbage. In 1998 Public Works and Traffic received 41 complaints for the same type of complaint.

/rg
Attachment

c.c. A. Leitch, General manager, Transportation Operations & Environment
A. Ross, General Manager, Finance
C. Guthro, Acting Manager, Streets and Sanitation Division

City of HAMILTON

NOTICE TO OCCUPANT OR OWNER

VIOLATION
By - law no. 185-159 "Respecting Collectible Waste"

You are hereby directed and required, under **By-law 85-189** to remove all refuse from the road allowance within **twenty four hours** after the service of this notice.

The provisions of the By-law are as follows:

For bulk collection, two working days notice, prior to your normal collection day is required for the collection of bulk items (limit of four items) per household or eight items for apartment buildings. Items must be placed out front by the city sidewalk no later than 7:00 am on your garbage day.

In the event that the refuse is not removed, The Department of Public Works and traffic will provide the clean up service and all costs associated will be charged against the land and collected through your taxes.

For inquiries or to make bulk pick up arrangements please contact *The Department of Public Works and Traffic* **546-2785**.

Foreman's Signature_____

SCHEDULE "A"

3(f)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: June 3, 1999

REPORT TO: C. Biggs, Legislative Assistant
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Mountable Curb Replacement Program** (PWT99002)

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized and directed to reinstate the program of "phasing in" the repairs of approaches with concrete in areas where there are the old standard mountable curbs on a complaint received basis.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1999 Current Budget allocation for mountable curb replacements is $21,000 (Account CH 55317 60606).

BACKGROUND:

On February 24, 1987, Council in adopting Item 20 of the 4th Report of the Transport and Environment Committee approved the following recommendation: "That, beginning with Maynard Street and Brookstream Court, the City initiate a program of "phasing in" the repairs of approaches "in areas where there are old standard mountable curbs" on a "complaint received" basis".

An allocation of $5,800 was made in the 1987 Current Budget to handle the requests. This has increased to $21,000 in the 1999 Budget. The repair included the removal of the sidewalk and/or curb and the replacement with a modified approach area which provided a smoother transition from the road to the driveway. The average cost of this repair is $1,200.

In 1997 Council authorized this Department to undertake a pilot project to modify the mountable curb approaches using a concrete product which allowed lamination and bonding on top of the existing concrete approach.

This product had been tested at three locations in 1995 and appeared to perform satisfactorily. The outcome of the pilot project was verbally reported to the Transport and Environment Committee in 1998 and the program was continued through 1998.

Although the methods prescribed by the product supplier were followed, it is evident that the modified curbs are deteriorating to the point where complete replacement of the approaches is necessary. The modified curbs are cracking and in some cases are being dislodged by snow removal equipment.

Therefore, it would be prudent to reinstate the program for replacement with concrete as described in the preceding paragraphs. Currently there are 113 outstanding locations. If the replacements are limited to the available budget and assuming no other requests are received, it will require approximately five years to eliminate the backlog.

RPM/rb

c.c. A. F. Leitch, P.Eng.
General Manager, Transportation, Operations and Environment

4(a)

Office of the Municipal Clerk

Memorandum

TO: Ms. Lee Ann Coveyduck
General Manager
Community Planning & Development Division

FROM: Carolyn A. Biggs
Legislative Assistant

PHONE: (905)546-2604

DATE: 1999 April 22

SUBJECT: **Transport and Environment Committee Meeting**
Monday, April 19, 1999

For your information, the Transport and Environment Committee, at its meeting held on Monday, April 19, 1999, **tabled** the report respecting "37 Kilbride Road – Mountain Transfer Stration/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificates of Approval No. A130111(Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing) – Region of Hamilton-Wentworth".

:cab.

c.c. K. Extance, Policy, Planning and Analysis
Community Planning, Community Planning and Development

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 18

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: 37 Kilbride Road - Mountain Transfer Station /
470 Kenora Avenue - Kenora Transfer Station
Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing)
Region of Hamilton-Wentworth (PDC99028)

RECOMMENDATIONS:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton has no objection to the proposed Amendments to Certificate of Approval No. A130111 (Mountain Transfer Station) and No. A130110 (Kenora Transfer Station);

(b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

(c) That a copy of this report be forwarded to the General Manager, Transportation & Operations Division for information.

Lee Ann Coveyduck.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

These Certificate of Approval Amendment applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on these specific applications.

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal, contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. To achieve this, a Certificate of Approval stipulates the range or types of wastes that can be managed at the facility to which the Certificate of Approval applies, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE. (In this specific situation, the Region of Hamilton-Wentworth will not be forwarding comments to the MOE as they are the proponent.)

The Proposal

The West Central Region of the MOE has received an application from the Region of Hamilton-Wentworth to amend its Certificate of Approvals that govern the operation of the Region's three Waste Transfer Stations (Dundas, Kenora and Mountain) and the Glanbrook Landfill. Only the two Waste Transfer Stations that are located within the City of Hamilton, Mountain (A130111) and Kenora (A130110), are considered in this report.

The Mountain Transfer Station is located at 37 Kilbride Road in the Hannon West Neighbourhood part of the East Mountain Industrial-Business Park (see attached key map, marked as Appendix "A"). The proposed changes to be reflected in the amended Certificate of Approval are as follows (see attached diagram, marked as Appendix "B"):

1. Amend use of former compactor bays for light vehicle drop-off of recyclables.
2. Extend facility fence line and property line to the east onto adjacent Regional Works Yard.
3. Temporary waste storage area/enclosure – overflow area for light vehicles during peak periods; possible staging to permanent enclosure.
4. New internal road pavement for revised vehicle re-weighing route.
5. Remove and re-install access ramp for revised bunkers arrangement.
6. Revise arrangement of outdoor bunkers for recyclables (old corrugated cardboard (OCC) and co-mingled material including plastic containers, glass bottles, steel and aluminum cans, as accepted in the Blue Box program).

The Kenora Transfer Station is located at 470 Kenora Avenue in the Nashdale Neighbourhood (see attached key map, marked as Appendix "C"). The proposed changes to be reflected in the amended Certificate of Approval are as follows (see attached diagram, marked as Appendix "D"):

1. Revise use of former compactor bays to accommodate recyclables deliveries (old corrugated cardboard (OCC) and co-mingled material including plastic containers, glass bottles, steel and aluminum cans, as accepted in the Blue Box program).
2. Install recyclables loading ramp in front of former compactor bays.
3. Install outdoor compost bunker at south fence line.
4. Extend facility fence line and property line to east onto adjacent Regional property.
5. Extend enclosed trailer loading area at north side of transfer station building to permit loading access from both east and west bays of the facility.

For both the Kenora and Mountain Transfer Stations, the proposed changes to the Certificates of Approval noted above are of a minor logistical nature. These changes reflect the intent to alter slightly the layout of the Waste Transfer stations to:

- have safer and more efficient traffic movements (internal and external) and waste handling during peak periods;
- improve materials processing and handling; and
- improve nuisance/litter control.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The applications were circulated to City Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

Kenora Transfer Station:
"The Traffic Planning Section has no concerns since Kenora Avenue is a truck route.

The Noise Control Section also has no concerns."

Mountain Transfer Station:
"The above noted application for the Mountain Transfer Station is to expand the drop-off areas for recyclables such as leaf/yard material, scrap metal items, etc. and to provide a drop-off area for wastes from light vehicles during peak times. In addition, it is proposed to extend the fence and property line 35 metres east to accommodate an internal road loop for scale access. Often during peak times traffic is queued back onto Kilbride Road waiting to access the Transfer Station. Therefore, the Traffic Planning Section supports the proposed changes which will improve on-site efficiencies, increase on-site queuing and thus improve traffic conditions on Kilbride Road during peak times.

The Noise Control Section has no comment."

City - Building Department

Kenora Transfer Station:
"No plans for the addition or drop-off enclosed areas have been provided, however, the project, as described, should easily enough respect the building height of 17m, front yard of 6m and parking provisions (per Sections 17A.(2), 17A.(3) and 17A.(5) respectively), that pertain to the project."

Mountain Transfer Station:
"The use is permitted, as along as the extension of the site 35m eastward is done subject to a Site Plan Control Agreement."

Staffs of the Transportation & Operations Division have indicated they will obtain all necessary Site Plan Control Agreement approvals prior to making use of the area 35 metres to the east (Kilbride Yard) as part of the Mountain Transfer Station operation. The Building Department in response noted "there is no problem if the Site Plan revision/ exemption precedes the use of the site as a Transfer Station."

City - Fire Department

Kenora Transfer Station:
"This Department has reviewed the application for an amendment to the Certificate of Approval No. A130110 for the above noted property and has no requirements or objections."

Mountain Transfer Station:
"We have no objections to the proposal provided the outdoor method of storage which provides containment and limits pile size is continued."

City - Community Planning

The Kenora Transfer Station at 470 Kenora Avenue is situated in the Nashdale Neighbourhood. According to Schedule "A" - Land Use Concept, the site is designated as *Industrial*.

The Mountain Transfer Station at 37 Kilbride Road is situated in the Hannon West Neighbourhood of the East Mountain Industrial-Business Park. According to Schedule "A" - Land Use Concept, the site is designated as *Industrial*.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed on-site changes at the Kenora and Mountain Transfer Stations do not conflict with the Hamilton Official Plan.

RECEIPT OF PUBLIC COMMENTS:

On February 11, 1999 from 6:00-9:00 p.m. in Hamilton City Hall, an Open House was hosted by staff of the Transportation & Operations Division. The Open House was an opportunity for the general public to discuss with staff the proposed changes at the three Transfer Stations and the Glanbrook landfill and identify any concerns.

The Open House was advertised in the Hamilton Spectator, the various Brabant newspapers and direct delivery of notices was made to neighbours of the Transfer Stations. Ten people attended the Open House. Transportation & Operations staff in attendance at the Open House noted "there was no discussion, concerns or objections" in regard to the Transfer Stations. All discussion at the Open House focussed on the Glanbrook Landfill site and the use of ash as cover. In addition, one written submission was received but addressed matters pertaining to the Glanbrook Landfill.

COMMENTS AND CONCLUSION:

The proposed amendments to the Certificates of Approval governing the operation of the Kenora and Mountain Transfer Stations are of a minor logistical nature. The proposed changes will improve traffic movements on-site and into the sites, improve materials processing, and improve nuisance/litter control.

The proposed amendments were circulated to other City departments for comment. No significant concerns were identified. An Open House was held on February 11, 1999. No public concerns were identified with the proposed changes at the Kenora and Mountain Transfer stations.

Based on the foregoing, it is appropriate to advise the West Central Branch of the MOE that the City of Hamilton has no objection to the proposed Amendments to Certificate of Approval No. A130111 (Mountain Transfer Station) and No. A130110 (Kenora Transfer Station).

KE/ke

4(b)

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: April 30, 1999

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development Division

SUBJECT: **Hamilton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions (PD99017)**

RECOMMENDATION:

a) That the Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions attached to Report PD99017 be approved in principle, pending review of potential liability issues by Corporate Counsel.

b) That the Plan to Reduce Ground Level Ozone and Fine Particulate Emissions be forwarded to the City of Hamilton Council with a request to authorize implementation of the Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions activities for 1999.

c) That the Plan to Reduce Ground Level Ozone and Fine Particulate Emissions be forwarded to the remaining five (5) area municipalities with a request that they actively participate in a joint plan to reduce ground level ozone and fine particulate emissions when the Air Quality Index reaches 50.

Lee Ann Coveyduck
General Manager
Community Planning and Development Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The implications of the activities proposed in the Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions are discussed individually below.

Communications

The estimated cost of the proposed communication strategy has been included in the 1999 budget.

Postpone parks maintenance activities using gas powered equipment and spraying pesticides

In the past six years, occasions when the Air Quality Index (AQI) reached 50 have typically lasted 24 to 48 hours. There could be financial implications associated with delaying grass cutting. Increased effort to eliminate work backlog may result in increased costs.

Another possible consequence is that it may be necessary to layoff municipal staff employed in functions that are postponed. Layoffs would apply primarily to seasonal staff hired to carry out these tasks.

Negative media attention may be a concern should the media focus on continuation of municipal activities that contribute to ground level ozone and fine particulate emissions production even when an air quality advisory has been issued.

Request suppliers to postpone activities that contribute to ground level ozone and fine particulate emissions during an Air Quality Advisory

In 1999, compliance by contractors would be voluntary and the City/Region would not pay additional costs associated with a work stoppage. Consequently, results relating to emission reductions cannot be guaranteed.

Suspend street sweeping in the day-time

Restricting sweeping to night-time or postponing the day activity on side streets to another day would not have a great financial impact.

Modify bus service on existing routes

Free bus service during an air quality advisory will result in revenue losses of approximately $50,000/day.

Notify public of an air quality advisory on bus signs. N/A.

Increase temperature settings in municipal offices with air conditioning

The cost of cooling offices that implement this action will be reduced.

Delay or postpone the discretionary use of vehicles. N/A.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as its vision for the future of Hamilton–Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The proposed Plan to Reduce Ground Level Ozone and Fine Particulate Emissions will compliment the following goals and strategies of the renewed strategies and actions approved by Council in *Strategies for a Sustainable Community*:

Goals (Improving Air Quality)

- To ensure the Region has the best air quality of any major urban area in Ontario.
- To reduce greenhouse gas emissions 20% from 1990 levels.

Strategies

Reduce significantly air emissions from businesses and industry through such measures as:

- Establish voluntary industrial air emissions monitoring and reporting system (Strategy 87).

Reduce air emissions during Air Quality Advisories through measures such as:

- Encouraging business and industry to develop and implement Air Quality Advisory action plans; and,
- Educating the public on actions they can take during Air Quality Advisories (Strategy 91).

Demonstrate Regional commitment and leadership to a sustainable transportation system and counteracting automobile use by:

- Instituting incentives/disincentives to encourage employee commuting by transit, car pooling, cycling or walking (Strategy 97).

Reduce the number of single occupancy private motor vehicles commuting daily to work through mechanisms such as high vehicle occupancy lanes and car pooling programs and facilities (Strategy 102).

BACKGROUND:

The proposed Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions was prepared as part of the Hamilton-Wentworth Air Quality Improvement Initiative.

In 1994, the Region of Hamilton-Wentworth, in partnership with the Ministry of Environment, Environment Canada, McMaster University, local industry and community groups began the Hamilton-Wentworth Air Quality Initiative. When the report was completed, Council authorized several actions to improve air quality in this community (ENV97109(C)). Two of these actions were:

1. A multi-stakeholder committee to promote and support improvements to air quality in the Hamilton-Wentworth Region; and,
2. A Community Smog Plan for implementation in the spring of 1999.

The Hamilton-Wentworth Air Quality Improvement Committee was established in October 1998. The Emissions Reductions Working Group of the Committee undertook the preparation of a Community Smog Plan.

Plans to reduce ground level ozone and fine particulate emissions have been prepared and implemented in many communities. Typically, they have three parts:

- An air quality advisory response;
- A management strategy; and,
- A plan to reduce ground level ozone and fine particulate emissions in the long term.

The **air quality advisory response** is an action plan in place for days when the air quality index (AQI) is high enough that health is particularly at risk (AQI = 50 or greater).

The **management strategy** describes the actions to be taken to reduce smog levels over the long term. It requires a detailed understanding of the sources of ground level ozone and fine particulates and how they are produced.

The **long-term plan** consists of commitments to actions to be taken to reduce emissions, the parties that agree to participate and the expected outcomes of these actions.

The preparation of the three parts typically takes place in stages. Subsequent revisions are also required as our understanding of ground level ozone and fine particulate emissions changes.

A Hamilton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions

The attached *Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions* being recommended is the first part of a comprehensive plan for this community. It is a corporate air quality advisory response that focuses on actions to be taken by the City of Hamilton/Region of Hamilton-Wentworth on days when an air quality advisory is issued. It includes:

- a communications strategy;
- a series of corporate operational responses; and,
- actions to enhance the effectiveness of the plan in the future.

In the next year, the Plan to Reduce Ground Level Ozone and Fine Particulate Emissions will be expanded to include more participants and more actions. A management plan and long term plan will also be prepared.

The Transportation, Operations & Environment, Community Planning and Development, Corporate Services (Legal Services & Facilities Management), Social & Public Health Services Divisions, Economic Development and Human Resources participated in the preparation of the corporate plan for this year.

:RF/SK
Attach. (1)

Hamilton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions

1.0 Background

1.1 Smog: What is it and Where Does it Come From?

Smog was originally thought to be a combination of Smoke and Fog, hence its name. Today, our understanding has changed. A chemical analysis of the haze we experience on hot summer days shows that it is comprised mainly of ozone (O_3) and fine particles (PM_{10}).

Ozone is produced when nitrogen oxides (NO_x) and volatile organic compounds (VOCs) mix together. Nitrogen oxides and volatile organic compounds are also referred to as "ozone precursors". In Ontario the major source of Nitrogen oxides is gasoline-powered vehicles (66%). Most of the rest comes from industrial combustion processes. While there are many natural sources of volatile organic compounds, the man-made sources include gasoline vapour, oil-based paint and cleaning solvents.

Fine particles are produced two ways:

- direct emissions; and,
- chemical reactions.

Direct emissions are a by-product of fossil fuel combustion (e.g. gasoline, diesel, and natural gas). The primary sources are industrial processes, vehicle emissions and residential heating. The secondary chemical reactions involve sulphur and other gases and take place in the air.

Heat and light increase the frequency of the chemical reactions that produce smog. As a result smog occurrences are more likely to occur on hot sunny days.

1.2 Which Air Pollutants Affect Us the Most?

In 1994, the Hamilton-Wentworth Air Quality Initiative (HAQI) was created. The Region of Hamilton-Wentworth, in partnership with the Ministry of Environment, Environment Canada, McMaster University, local industry and community groups agreed develop a common understanding of the Region's air quality situation.

The Hamilton-Wentworth Air Quality Initiative concluded that significant health effects were associated with fine particles, ozone, nitrogen oxides (which are themselves irritants of the respiratory system), and sulphur dioxide (another chemical released by industrial processes that is a respiratory irritant). The Hamilton-Wentworth Air Quality Initiative also found that these pollutants contribute to 300 hospitalizations and at least 100 premature deaths annually in the Region of Hamilton-Wentworth.

1.3 Where Do These Air Pollutants Come From?

There are three significant sources of pollution: industry, long range transport and transportation. The amount depends on the type of pollutant and where you are in the Region. However, the following general statements can be made:

- *Industrial sources* have been declining over the past 20 years. The impact of pollution from industrial sources is strongest in the immediate neighbourhoods, on the Beach Strip and in communities east of Hamilton along Lake Ontario.

- *Long-range transport* is the name given to the wind and weather system mechanisms that carry air pollutants from distant locations all the way to Hamilton. Those distant sources, which include air pollution from communities upwind of us, including the Ohio Valley, and the Nanticoke generating station, are a significant source of pollution.

  Ozone and fine particles are two examples of air pollutants with significant health effects, which are created outside the Region. Fifty per cent (50%) of the ozone found in the Regional Municipality of Hamilton-Wentworth is the result of long-range transport that comes from upwind communities. The amount of fine particles that come from other communities ranges from 70% on the mountain to 40% in industrial neighbourhoods.

  Because so much of the air pollution comes from distant communities, it is important that local strategies address long-range transportation issues. Reducing local emissions will have limited impact here. For example, reducing industrial emissions here reduces the amount of pollution we send downwind to other communities. The results of local emission reduction actions may well be more noticeable in downwind communities than here in Hamilton. However, leadership in reducing local emissions strengthens our hand when appealing to other communities to implement local plans to reduce emissions of fine particulates and ground level ozone levels.

- *Traffic is a significant and growing source of emissions of fine particulate and ozone pre-cursors.* The number of drivers in Hamilton-Wentworth increased 8.5% between 1986 and 1996. The total number of kilometres driven increased 27% in the same period. In addition to tail pipe emissions, fine particles are created when dust on the roads is kicked up by traffic. There are more tail pipe emissions when traffic is congested. Finally, the limited information available about truck emissions suggests that they are an important source of air pollution, partially because trucks often burn diesel fuel. Diesel fuel contains more sulphur than gasoline or natural gas. Some of the sulphur is converted to sulphur dioxide during combustion and released into the air with the exhaust gases. Also, diesel engines generate more fine particles than gas powered engines, especially in stop and start situations.

The results of the Hamilton-Wentworth Air Quality Initiative Research were published in a *Summary Report* and four Working Group Reports in 1997. Council received the reports and directed staff to prepare a budget and action plan to respond to air quality situation identified in the report.

An air quality budget was approved in 1998, which included four components:

1. A multi-stakeholder Air Quality Improvement Committee to co-ordinate and support initiatives to improve air quality in the community ($17,600);
2. A tree planting program ($60,000);
3. Research on the sources of air pollution by industry, in collaboration with McMaster University ($22,400); and,
4. Research on changes in air quality associated with enhanced street sweeping in the north end of the City of Hamilton ($150,000).

Council directed the multi-stakeholder committee to prepare a Plan to Reduce Ground Level Ozone and Fine Particulate Emissions (Smog Plan) as part of its mandate. Council also directed the preparation of a corporate plan in support of this initiative.

2.0 What Goes Into A Plan to Reduce Fine Particulate and Ground Level Ozone Emissions?

Plans generally have three parts:

- an air quality advisory response (e.g.: when the Air Quality Index goes over 50);
- a management strategy; and,
- a reduction plan.

This year, the corporate plan focuses on the first part, an Air Quality Advisory Response.

In the past six years there have been two to three occasions annually when the Air Quality Index has been above 50. These events have lasted two to three days on average. The following table illustrates the number of occasions and the number of days in the past six years:

Air Quality Index >50	1993	1994	1995	1996	1997	1998
# of Events	1	2	5	2	3	3
Total # of Days	1	6	9	3	6	8

Air Quality Advisory Response plans usually have two components:

1. A communication plan is activated to alert people in the community that the Air Quality Index is 50 or more, and to promote actions to minimize its impact.

2. A series of activities to temporarily reduce emissions of fine particulate and ground level ozone pre-cursors. Partners to the Air Quality Response Plan carry out the activities. Partners can include government, industry, business and community groups.

Following are:

- A Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions for the City of Hamilton/Regional Municipality of Hamilton-Wentworth; and,
- Management strategies to be undertaken as part of the Corporate Plan in 1999.

The Hamilton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions, 1999

1. Communications

1.1 The Ministry of Environment will notify the City of Hamilton/Regional Municipality of Hamilton-Wentworth (City/Region) of Air Quality Advisories.

For purposes of this Plan, actions will occur when the Air Quality Index is expected to reach 50. The Ministry of Environment will provide as much warning as possible of these events.

1.2 City/Region Staff will be advised by email of anticipated Air Quality Advisory and asked to help reduce excess emissions.

Staff will be asked to consider the implementation of any or all of the following actions, as may be possible to co-ordinate, given the restrictions of each work location:

- Reducing consumption of fossil fuels by:
  - Car-pooling; or,
  - Riding the bus to work; or,
  - Cycling or walking to work outside the hours when the Air Quality Index is expected to be above 50 (usually before 10 a.m. and after 5 p.m.); or,
  - Working from home (where feasible and with authorization).

- Considering reductions in the combustion of fossil fuels by postponing the following activities on a personal level:
  - Grass cutting;
  - Weed whacking;
  - Hedge trimming;
  - Use of solvents[1];
  - Fuelling vehicles;
  - Use of pesticide sprays; and,
  - Use of liquid barbecue starters.

[1] Examples include oil-based paints, stains, paint/stain remover, and driveway finishes.

2.0 Operations Plan

Consideration has been given to the following actions, to be undertaken by the Corporation as part of a Plan to Reduce Ground Level Ozone and Fine Particulate Emissions.

2.1 Postpone, to the limited degree possible, parks maintenance activities using gas powered equipment and spraying pesticides.

2.2 Request suppliers to postpone activities that contribute to fine particulate and ozone precursor emissions (e.g. road resurfacing, grass cutting, pesticide spraying, and painting) where operationally feasible.

In 1999, contractors will be contacted and requested to postpone their activities as part of a community initiative to reduce emissions during an air quality advisory.

In future years, tender documents could possibly include a specification to cease activities on air quality advisory days. The inclusion of such wording in contracts would result in an increase in costs on each contract. Council direction on the inclusion of a specification to postpone work by contractors during smog events will be requested.

2.3 Suspend street sweeping in the day time

Generally all sweeping of regional roads in the urban environment is done at night except for the side streets. Restricting sweeping to night-time or postponing the day activity on side streets to another day would not have a great financial impact.

* **2.4 Modify bus service on existing routes**
Offer free bus service on existing routes. This will result in loss of revenue to the Region of $50,000 per day.
Increase frequency of B-Line service by adding additional buses.
Extend existing bus routes with a trans-cab type service.

2.5 Notify public of an Air Quality Advisory on bus signs.

2.6 Increase temperature settings in municipal offices with air conditioning. To promote and publicise this action, it may help to relax the dress code for staff, and advise the public of these actions with appropriate signage.

2.7 Delay or postpone the discretionary use of vehicles.

*** Staff was directed to bring a report back to the Committee outlining the financial impact on the Corporate budget in the best case and worst case scenarios with respect to offering incentives to HSR ridership, e.g., free tickets.**

Management Strategies to Be Undertaken As Part of the Corporate Plan to Reduce Ground Level Ozone and Fine Particulate Emissions in 1999:

In addition to the operations and communications activities described above, the following will be undertaken:

3.1 Notify public of Council action during an air quality advisory event through press releases, and media spots. Encourage community participation.

3.2 Pave sections of the existing Chedoke and Hamilton-Brantford Trails in the Urban Area to provide cyclists with routes without trail dust particles and motor vehicle fumes. Funds are available for paving in the bicycle program budget.

NOTE: Section 3.2 was deleted by the Committee.

3.3 Approach corporate partners to assist in notifying the public, and encourage community and employee participation.

3.4 Approve the anti-idling by-law. Enforce it during air quality advisory events.

3.5 Preparation of a management strategy to reduce smog precursor and fine particulate emissions.

3.6 Preparation of a long term plan to reduce smog precursor and fine particulate emissions.

3.7 Sponsor the Up and Down Wind conference to explore the feasibility of a coalition of communities as a strategy to reduce trans-boundary air pollution.

3.8 Preparation of community contact list.

3.9 Investigate the feasibility of hiring of an emissions reduction plan promoter.

3.10 Consider a staged approach to the Air Quality Advisory Response Plan and further investigate activities that will make a difference in Hamilton-Wentworth.

5(a)

Office of the Municipal Clerk

MEMORANDUM

TO: Carolyn Biggs
Legislative Assistant
Transport and Environment Committee

FROM: J. J. Schatz
Municipal Clerk

PHONE: (905)546-2727

DATE: June 7, 1999

SUBJECT: Transportation Services Committee Report 6-99

Subjoined please find Item 30 of Transportation Services Committee Report 6-99 respecting Capital Budget Allocation for Landing Pads and Shelters, which was referred to the City of Hamilton Transport and Environment Committee for consideration by Regional Council at its meeting held on Tuesday, June 1, 1999.

Attached for your reference and information is a copy of the staff report (TRA99027).

Would you please ensure that this matter is placed before the Committee for appropriate action.

:cab.
Encl.

c.c. A. Leitch, P.Eng.,General Manager, Transportation, Operations and Environment
B. O'Brien, Director of Transportation Services, H.S.R.

30. Capital Budget Allocation for Landing Pads and Shelters (TRA99027)
(Agenda Item 5.2)

That Report TRA99027 respecting "Capital Budget Allocation for Landing Pads and Shelters" be referred to the Transport and Environment Committee of the City of Hamilton for consideration.

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: April 29, 1999
W. O'Brien

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: Mr. A. Leitch
General Manager, Transportation, Operations & Environment

SUBJECT: Capital Budget Allocation for Landing Pads and Shelters (TRA99027)

RECOMMENDATION:

a) That a Capital Budget Allocation of $65,000 for 15 bus stop landing pads and 6 transit shelters be approved;

b) That 6 transit shelters be installed at the candidate locations in the priority indicated on the 1999 Transit Shelter Priority List (Attachment #2), subject to finalizing the necessary encroachment agreements;

c) That an additional 6 transit shelters with advertising panels be installed at the candidate locations in consultation with Mediacom Inc. with the costs of these shelters to be paid by Mediacom Inc.;

d) That the remaining candidate shelter locations, which do not receive a shelter through the 1999 shelter program, be considered for future years.

A.F. Leitch, P.Eng.

FINANCIAL IMPLICATIONS:

Funds have been allocated within the Region's 1999 Capital Budget for these projects.

STAFFING IMPLICATIONS:

N/A

LEGAL IMPLICATIONS:

The standard HSR Shelter Encroachment Agreement will be utilized to obtain encroachment agreements.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The provision of bus stop landing pads in problem areas improves the safety and convenience of service for transit customers. Transit shelters provide weather protection for people using the public transit services and also generate revenue for the transit system through advertising contracts.

BACKGROUND:

HSR utilizes approximately 2,200 bus stops and 460 transit shelters to provide customer access and egress to the service.

Many bus stops do not have an adequate concrete or asphalt landing pad at the bus stop to assist passengers to safely step out of or into the bus. Each year, specific problem locations are identified by staff, customers and elected representatives which require improvement. To date, 12 locations have been identified, as outlined in Attachment I, and further locations are anticipated during the spring months. Each location is reviewed in detail by staff and the necessary improvements are designed. Installation work is carried out by a qualified contractor, selected through the normal bid process.

Requests for new transit shelters are received on an ongoing basis from transit customers and elected representatives. Each proposed location is assessed in the field by staff and evaluated in accordance with the following warrant criteria:

- Physical Aspects: passenger exposure to the weather (eg. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).

- Passenger Usage: total number of daily boarding passengers at the bus stop.

- Route Stability: indicates whether the route will be realigned within the next five years resulting in an unused shelter.

- Passenger Waiting Time: half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.

- Land Use in Neighbourhood: priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.

- Advertising Exposure: the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a transit shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed. This evaluation process established the priority ranking as shown in Attachment II (1999 Transit Shelter Priority List). In some locations there is insufficient space to install a shelter without encroaching on private property. In these instances staff will contact the property owner and undertake to negotiate an encroachment agreement.

Shelters will be implemented at those locations which have adequate space or an encroachment agreement, in the priority approved by Council. The recommended budget allocation will provide 6 new transit shelters in 1999.

In addition to the 6 shelters discussed above, the current contract between the Region and Mediacom Inc. requires that Mediacom pay for the supply and installation of 6 additional transit shelters in 1999. These shelters will be advertising shelters and will be implemented at locations determined by Mediacom.

All proposed shelter locations are reviewed and approved by the appropriate staff of the relevant area municipalities prior to implementation.

WBO/cb

cc. A. Ross, General Manager, Finance

ATTACHMENT #1

29-Apr-1999

1999 PROPOSED LANDING PAD LOCATIONS

(Region of Hamilton-Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Score
1	82649	Main St. W.	at	Sheridan Lane	S/E	HAM	70
2	50108	Upper Wellington St.	at	Fennell Ave. E.	S/W	HAM	69
3	71323	Nash Rd. S.	at	New Hope Baptist Church	E/Side	HAM	66
4	20519	Martindale Cres.	at	Golflinks Rd.	N/W	ANC	62
5	20521	Golflinks Rd.	at	Legend Ct.	N/E	ANC	60
6	20524	Golflinks Rd.	at	Meadowlands Blvd.	S/W	ANC	60
7	30428	Governors Rd.	at	Bridlewood Dr.	S/W	DUN	60
8	30425	Governors Rd.	at	Castlewood Blvd.	N/E	DUN	60
9	20517	Martindale Cres.	at	Home Depot	N/E	ANC	60
10	20520	Martindale Cres.	at	Home Depot	S/E	ANC	60
11	20515	Martindale Cres.	op.	Neville Dr.	N/Side	ANC	60
12	20513	Martindale Cres. (E. leg)	at	Golflinks Rd.	N/E	ANC	60

ATTACHMENT #2

29-Apr-1999

1999 PROPOSED TRANSIT SHELTER LOCATIONS

(Region of Hamilton-Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
1	60040	Upper James St.	at	South Hamilton Sq.	N/W	HAM	AD	76
2	50520	Upper Ottawa St.	at	Mohawk Rd. E.	N/W	HAM	AD	74
3	72559	King St. E.	at	Walter Ave.	N/E	HAM	AD	70
4	72316	Barton St. E.	at	Sanford Ave.	S/E	HAM	CD	69
5	70817	Ottawa St. S.	at	Main St. E.	S/E	HAM	AD	69
6	51542	Stone Church Rd. E.	at	Upper Ottawa St.	S/W	HAM	AD	69
7	20524	Golflinks Rd.	at	Meadowlands Blvd.	S/W	ANC	AD	68
8	60239	Garth St.	at	Rymal Rd. W.	S/E	HAM	AD	66
9	44013	Queenston Rd.	op.	Donn Ave.	N/W	STO	AD	66
10	44005	Queenston Rd.	at	Riverdale Dr.	N/W	STO	AD	66
11	50035	Upper James St.	at	Regina Dr.	S/E	HAM	AD	65
12	40133	Highland Rd.	at	Saltfleet Secondary	N/Side	STO	D	64
13	72509	King St. E.	at	Victoria Ave.	N/E	HAM	CD	64
14	71130	Parkdale Ave. S.	at	King St. E.	N/W	HAM	D	64
15	51543	Stone Church Rd. E.	at	Upper Ottawa St.	N/E	HAM	AD	64
16	50241	Upper Wentworth St.	at	Stone Church Rd. E.	N/E	HAM	AD	63
17	51019	Concession St.	at	Upper Wentworth St.	N/Side	HAM	CD	62
18	72574	King St. E.	at	Quigley Rd.	S/W	HAM	AD	62
19	72747	Maplewood Ave.	at	Gage Ave. S.	N/W	HAM	CD	62
20	60010	Upper James St.	at	Monarch Rd.	N/W	HAM	AD	62
21	60327	Upper Paradise Rd.	at	Wingfield Pl.	S/E	HAM	AD	62
22	60404	Sanatorium Rd.	at	Scenic Dr.	N/W	HAM	D	60
23	72860	Greenhill Ave.	at	Country Club Dr.	S/W	HAM	D	59
24	50615	Upper Kenilworth Ave.	at	Broker Dr.	N/E	HAM	CD	59
25	60141	Stone Church Rd. W.	at	West 5th St.	N/E	HAM	D	58
26	50140	Upper Wellington St.	at	Stone Church Rd. E.	N/W	HAM	AD	57
27	71424	Beach Blvd.	at	Van Wagner's Beach Rd.	N/W	HAM	D	56
28	60233	Garth St.	op.	#1440 Garth St.	E/Side	HAM	D	56
29	40450	Grays Rd.	at	Roxborough Ave.	W/Side	STO	D	56
30	50202	Upper Wentworth St.	at	Queensdale Ave. E.	N/W	HAM	CD	56
31	40838	Barton St.	at	Fruitland Rd.	N/W	STO	AD	55
32	60247	Garth St.	op.	Gisele Dr.	E/Side	HAM	AD	55

29-Apr-1999

1999 PROPOSED TRANSIT SHELTER LOCATIONS

(Region of Hamilton-Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
33	50442	Upper Gage Ave.	at	Rymal Rd. E.	N/W	HAM	AD	55
34	50240	Upper Wentworth St.	at	Pescara Ave.	N/W	HAM	AD	55
35	50325	Upper Sherman Ave.	at	Berko Ave.	S/E	HAM	AD	54
36	72134	Burlington St. E.	at	Proctor & Gamble	S/Side	HAM	CD	54
37	71208	Woodward Ave.	at	Melvin Ave.	N/W	HAM	D	54
38	70707	Gage Ave. N.	at	Beach Rd.	N/E	HAM	AD	52
39	81114	McMaster Service Rd.	at	Main St. Exit	S/W	HAM	D	52
40	60401	Sanatorium Rd.	op.	San Brow Building	N/Side	HAM	D	52
41	50341	Upper Sherman Ave.	op.	Acadia Dr.	E/Side	HAM	AD	52
42	50247	Upper Wentworth St.	at	Elite Dr.	S/E	HAM	AD	52
43	71404	Beach Blvd.	op.	Pandora Ave.	W/Side	HAM	AD	51
44	72261	Glow Ave.	at	Parkdale Ave. N.	N/E	HAM	D	50
45	72258	Glow Ave.	at	Parkdale Ave. N.	S/E	HAM	D	50
46	82414	Strathcona Ave.	op.	Lamoreaux St.	E/Side	HAM	D	50
47	50445	Upper Gage Ave.	at	Golden Gate Ave.	N/E	HAM	CD	50
48	72584	Greenhill Ave.	at	Tasha Ct.	N/W	HAM	D	49
49	72586	Greenhill Ave.	at	Tommar Pl.	S/W	HAM	AD	49
50	45025	King St.	at	Green Rd.	N/E	STO	AD	49
51	72147	Burlington St. E.	at	Kenilworth Ave.	N/W	HAM	AD	47
52	60133	Chester Ave.	at	West 5th St.	S/W	HAM	D	47
53	70703	Gage Ave. N.	bet	Burlington St./Industrial Dr.	E/Side	HAM	AD	47
54	50346	Upper Sherman Ave.	at	Rymal Rd. E.	N/W	HAM	D	46
55	82709	Hunter St. W.	at	Hess St. S.	N/E	HAM	AD	45
56	20637	Amberly Blvd.	at	Leith Crt./Melanie Cres.	N/Side	ANC	D	44
57	50243	Upper Wentworth St.	at	Balharbour Dr.	N/E	HAM	AD	42
58	51115	Queensdale Ave. E.	op.	East 15th St.	N/Side	HAM	D	41
59	50343	Upper Sherman Ave.	at	Rymal Rd. E.	N/E	HAM	D	41
60	71213	Woodward Ave.	at	Melvin Ave.	N/E	HAM	D	39
61	new	Upper Sherman Ave.	op.	Dulgaren St.	E/Side	HAM	AD	36
62	72226	Beach Rd.	at	Albemarle St.	S/W	HAM	D	32
63	72152	Burlington St. E.	at	Parkdale Ave. N.	S/W	HAM	D	28

6(a)

HAMILTON LOCAL FIVE CUPE SCFP
1918 - 1933 - CHARTERS 1943 - 1945 - 1953 - 1963

Canadian Union of Public Employees - Syndicat Canadien de la Fonction Publique

LOCAL FIVE
1130 Barton Street East, Suite 200, Hamilton, Ontario L8H 7P9
Telephone: (905) 544-3391
Fax: (905) 544-6217

President
Fred Loft

Secretary
Ed Thomas

April 28, 1999

Mr. J. Schatz,
City Clerk,
City Hall,
Hamilton, Ontario.

Dear Mr. Schatz: **Re: Pesticide Resolution**

We are enclosing a Resolution regarding Pesticide By-Laws that we would like submitted to both Regional and City Council for their consideration.

There is also an information sheet attached.

Yours truly,

E. Thomas

Ed Thomas,
Recording-Secretary,
Local Five.
ET:sc
Encl.

OFFICE OF THE MUNICIPAL CLERK
APR 30 1999
REC. BY EC DATE Apr 30
REF'D TO ____ DATE ____
REF'D TO ES.C. (3) DATE ✓
REF'D TO TE (6) DATE ____
ATTN: ____

RESOLUTION REGARDING PESTICIDE BYLAWS

WHEREAS it makes good environmental and health sense to reduce the use of toxic chemicals wherever possible;

WHEREAS Canadians are being urged by provincial and federal governments to reduce their dependence on chemical pesticides in all sectors;

WHEREAS ecological, non-toxic methods of pest control do exist;

WHEREAS about 80 per cent of Canadians live and work in urban areas which currently have no standardized restrictions on the use of these chemicals;

WHEREAS homeowners apply between five and ten times more toxic chemicals per acre than farmers;

WHEREAS town councils are empowered to pass bylaws to protect the health of residents and/or to define and prohibit nuisances;

WHEREAS several Québec towns (including Hudson, Senneville, Baie d'Urfé, St-Lambert, Ste-Geneviève, Huntingdon, Ste-Anne-de-Bellevue, Pointe Claire, Westmount and Beaconsfield) have recently passed bylaws to restrict or ban the use of pesticides;

BE IT RESOLVED that CUPE Local 5 urges the municipality of Hamilton Wentworth &City to protect the environment and the health of its residents by passing a bylaw to prohibit the cosmetic use of pesticides in residential areas and on public properties, to restrict the use of pesticides when used to control infestations of pests on residential and public properties and simultaneously educate residents about ecological alternatives to pesticides.

opeiu 491

American Cancer Society

Warning: The use of pesticides may be hazardous to your health!



Consumers who use toxic substances and those who cannot avoid its use by others, are urged to learn about the chemicals they are experiencing, their health effects and to take precautions to limit exposure. Be especially careful with children. Depending on the chemical applied, it could remain toxic for over a month. Always request a material safety data sheet on the chemicals used.

What you should know about pesticides . . .

What do I need to protect myself, family, home and pets?

It is a violation of federal law to state that the use of pesticides is safe when used as directed.

The benefits of a healthy family and populace outweigh the cosmetic benefits of a picture perfect lawn.

Q. What are pesticides?

A. *Pesticides are poisons designed to kill a variety of plants and animals such as insects (insecticides), weeds (herbicides), and mold or fungus (fungicides). Pesticides include active ingredients (chemical compounds designed to kill the target organisms) and inert ingredients which may be carcinogens or toxic substances.*

Q. Are pesticides safe?

A. *No one can assure your safety when using pesticides. Most pesticides are associated with some risk to human health or the environment.*

Q. Are pesticides registered by the U.S. Environmental Protection Agency (EPA) really safe?

A. *No. EPA registration is not a consumer product safety program. It is not intended to determine the safety of the pesticide, but rather to indicate it will kill a targeted pest. The EPA is now reconsidering the registration of many pesticides which have been on the market for years, registered before the current testing requirements took effect. This re-registration process will take years to complete. Meanwhile, these pesticides are still on the market. The following pesticides are among many that fall into this category: carbaryl, dicamba, glyphosate, malathion, maneb and methoxychlor.*

Q. What are the potential health effects of common pesticides?

A. *The EPA has identified health effects such as eye, skin, respiratory or throat irritation and muscle spasms in humans and animals. There may be long term health risks from pesticide exposure:*

- *A National Cancer Institute study indicated that children are as much as six times more likely to get childhood leukemia when pesticides are used in the home and garden.*
- *The Journal of the National Cancer Institute suggests that non-Hodgkins lymphoma may be linked to pesticide exposure.*
- *According to a report in the American Journal of Epidemiology, more children with brain tumors and other cancers were found to have had exposure to insecticides than children without cancer.*
- *As explained in the Journal of the National Cancer Institute, heavy and prolonged exposure to DDT may cause pancreatic cancer.*

According to the State Attorney General:

- *95% of the pesticides used on residential lawns are considered probable or possible carcinogens by the EPA.*
- *Organophosphates, like Diazinon and Dursban, and carbamates are designed to act as nerve poisons and may cause headaches, dizziness, fatigue, twitching muscles and mental confusion. Diazinon is banned for use on golf courses and sod farms, but is widely used on lawns and gardens.*
- *2, 4-D was a component of Agent Orange and is used in about 1,500 lawn care products.*

Q. How can pesticides reach people?

A. *Pesticides can be absorbed through the skin, swallowed or inhaled. During application, pesticides drift and settle on porches, laundry, toys, pools and furniture. People and pets may track pesticide residue into the house.*

Q. Are there healthy alternatives to deal with insects, weeds and fungus?

A. *Yes. The use of chemicals can be eliminated by natural or mechanical lawn care practices which build a strong vigorous lawn. Healthy lawns are better able to resist weeds and pests.*

- *Organic natural methods of lawn and garden care, as well as household insect problems are available.*
- *Pull out weeds manually. Use biological controls.*

This publication has been produced by the Erie County Unit of the American Cancer Society and has been reprinted in Canada.

AMERICAN CANCER SOCIETY

Ecological Lawn Care



n nature, many kinds of plants grow together in mutual support, an ecosystem. But, if there is no possible replacement for a grass-only lawn in your heart, you can still be good to our earth.

Toxin-free lawn care works. Here's how:

Mow High.
Grass doesn't drink its food through its roots, it manufactures its food in its leaves - the green parts. Grass cut an inch high is as healthy as you would be on one meal a week. Two inches (5 cm) is the absolute minimum for healthy grass, three inches (8 cm) is best. Long grass shades its roots to keep them cool, and shades out weeds so they find it harder to grow.

Water Deeply and Seldom.
Bluegrass lawns need about one inch of water once a week. (Fescues and perennial ryegrasses need only about half that much.) Put a small can on the lawn before turning the sprinkler on to measure watering accurately. Frequent light sprinklings encourage shallow weak roots.

Mulch Clippings.
Mow often enough that no more than 1/3 of the leaf length is removed at one time, and leave the clippings in the grass. This reduces the need for fertilizer by 30%.

Aerate and Overseed.
Grass roots must breathe air to work properly. A grass plant growing in soil packed tight as concrete is not healthy. That's tap root soil - dandelions. Rent a small aerator once each year, or ask an organic lawn care business to do it. June is best, when there are the fewest weed seeds blowing around. Then rake it all smooth, overseed with a bit of high quality red fescue grass seed, and water it in.

Fertilize in Fall.
Use a slow-release granular fertilizer, once a year. Never over-fertilize - too much actually weakens grass. Organic fertilizers are best - they last the whole year, and prevent weak green growth that bugs love to eat.

Enjoy It!
Only the weeds and bugs that threaten a lawn's health or our's really need to be removed. A lawn is healthier when several kinds of grass cooperate to deal with differing conditions around your home. And, 90% of insects around your home actually help your lawn grow.

Three types of grasses make excellent lawns in Ottawa-Carleton - all have leaves under 6 mm wide. Your lawn will be naturally healthier with each in their best areas:

bluegrass: V-shaped leaves with fairly blunt ends. If you buy sod, this is what you have. It needs a lot of water and sun compared to other grasses.
Red fescue: very fine leaves with slightly rolled edges and visible veins. For shady areas, this is the best good-looking grass. Creeping red fescue is best for dry areas.
perennial ryegrass: leaves with prominent veins, shinier below than above. If you regularly have insect problems, this is your grass.

We thank Appleseed Organic Lawn Care for expert assistance in compiling this fact sheet.
Provided by the Health Dangers of Urban Use of Pesticides Working Group of the Regional Municipality of Ottawa-Carleton, Ontario Canada, with funding from the

FRIENDS of the ENVIRONMENT Foundation

Please feel free to copy.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, June 21, 1999
9:30 o'clock a.m.
Room 233, Hamilton City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

(a) Adoption of the minutes of the Transport and Environment Committee meeting held May 3, 1999

(b) Adoption of the minutes of the Transport and Environment Committee meeting held May 11, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Parking Regulations

(a) Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting – 1999 June 21
(PWT99007)

(b) West 3rd Street, between Monarch road and Wembley Road (PWT99010)

City Engineer

(c) To incorporate certain City land into various streets by By-laws (TOE99005)

(d) Hamilton Hydro Electric System – Installation of Above Ground Pad Mounted Transformers (TOE99001)

(e) Temporary Road Closure: King William Street (TOE99007)

(f) Temporary Road Closure for Special Events: Hess Street South, between King Street and Main Street (TOE99004)

(g) Temporary Road Closure: Y95.3's A Taste of Hamilton Event
Royal Bank Aquafest 1999 (TOE99010)

C. **GENERAL MANAGER OF CORPORATE SERVICES**

Real Estate Division

(a) Declaration of Surplus Properties – Public Walkway between 37 and 41 Glenvale Drive, Parts 1 and 2, Plan 62R-14911 (CS99007)

(b) Declaration of Surplus Property – 25 Hunt Street, Hamilton (CS99006)

D. **ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

A.(a)

Monday, May 3, 1999
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice Chairman Alderman T. Anderson Alderman F. D'Amico Alderman A. Horwath Alderman B. Morelli
Absent:	Mayor R. M. Morrow – City Business Alderman M. Kiss - Illness Alderman T. Jackson – City Business
Also Present:	B. Price, Hamilton Safety Council D. Lobo, Commissioner of Public Works and Traffic B. Chrystian, Public Works and Traffic M. Hazell, Public Works and Traffic R. Meiers, Public Works and Traffic A. Leitch, Transportation, Operations and Environment G. Aston, Transportation, Operations and Environment K. Nutley, Corporate Services C. Biggs, Acting Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The Minutes of the April 19, 1999 meeting of the Transport and Environment Committee were adopted as circulated to the Committee members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Parking Regulations

(a) **Parking Regulations on both sides of Hepburn Crescent from Jewel Street to the westerly limit**

That a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on both sides of Hepburn Crescent from Jewel Street to the westerly limit of Hepburn Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Parking Regulations on the south side of Hunter Street East between East Avenue South and Emerald Street South**

That a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side Hunter Street East commencing at East Avenue South and extending to a point 131 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Parking Regulations on the west side of MacNab Street North, north of Vine Street**

That the two existing "No Stopping - Commercial Vehicle Loading Zone" regulations on the west side of MacNab Street North, commencing 110 feet north of Vine Street and extending 20 feet northerly therefrom and commencing 150 feet north of Vine Street and extending 50 feet northerly therefrom be replaced with a single "No Stopping - Commercial Vehicle Loading Zone" regulation commencing 63 feet north of Vine Street and extending 117 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Parking Regulations on Ontario Avenue, south of Main Street East**

That the existing "No Parking" regulation on the east side of Ontario Avenue commencing at Main Street East and extending to a point 134 feet southerly therefrom be shortened such that the regulation commences at Main Street East and extends to a point 113 feet southerly therefrom, and that City Traffic By-law 89-72 be amended accordingly.

(e) **Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 174 Julian Avenue**

That a "Permit Parking" regulation be implemented on the east side of Julian Avenue commencing at a point 266 feet south of Britannia Avenue and extending to a point 34 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(f) **Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 16 Mars Avenue**

That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing 121 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(g) **Request for a Reserved "Permit Parking" Space for a Disabled Resident at No. 85 Somerset Avenue**

That a "Permit Parking" regulation be implemented on the north side of Somerset Avenue commencing at a point 222 feet west of Lottridge Street and extending to a point 21 feet westerly therefrom, and on the south side of Somerset Avenue commencing 234 feet west of Lottridge Street and extending to a point 19 westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(h) **Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident at No. 352 Fairfield Avenue**

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue, commencing at a point 26 feet south of Vansitmart Avenue and extending to a point 20 feet southerly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

C. **GENERAL MANAGER OF CORPORATE SERVICES**

Real Estate Division

(a) **Declaration of Surplus Property – One-Foot Reserve Annabelle Street, Hamilton – Parts 2 and 3, Plan 62R-14047**

(a) That a one-foot reserve known as Parts 2 and 3, Plan 62R-14047, Annabelle Street, Hamilton be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That Real Estate, Legal Services Section be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Public Works Division

(a) **Construction of a Concrete Alley First South of Main Street West, from Thorndale Street South to Norfolk Street South**

(a) That the construction of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $39,000, with a City's Share of $27,953.40 and an Owner's Share of $7,137, all as provided in the 1999 portion of the proposed 1999-2008 Capital Budget; and,

(b) That the General Manager, Transportation, Operations and Environment be authorized to construct these works once all the necessary approvals have been received; and,

(c) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to Corporate Counsel.

City Engineer

(b) **Bicycle Network Implementation Bicycle Rack Program**

(a) That the City of Hamilton enter into an agreement with Fine Lines Sign Co. (Hamilton) for the supply and installation of bicycle racks for the period June 1, 1999 to December 31, 2002, subject to the conditions of the agreement being acceptable to the General Manager of Transportation, Operations and Environment and Corporate Counsel; and

(b) That the Mayor and Municipal Clerk be authorized and directed to execute the agreement in a form satisfactory to Corporate Counsel.

3. **GENERAL MANAGER OF COMMUNITY PLANNING AND DEVELOPMENT/ COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **Closure of Various City's Share of Services in Subdivision Accounts (CPD-99004)**

(a) That the General Manager, Finance be directed to close the Capital Project accounts as listed on Pages 1 and 2 of Appendix "A" (attached) with accumulative excess funding in the amount of $1,212,071 to be transferred to the original source of funding.

(b) That the General Manager, Finance be directed to reduce the estimated gross cost for "Novoco Gardens" (Capital Centre Number 528646014) from $ 104,240 to $ 88,700.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Legislative Assistant
May 3, 1999

A(f)

Tuesday, May 11, 1999
6:45 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:

Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman T. Anderson
Alderman A. Horwath
Alderman M. Kiss
Alderman T. Jackson
Alderman B. Morelli

Also Present:

Alderman B. Charters
Alderman M. Caplan
Alderman R. Corsini
Alderman G. Copps
Alderman F. Eisenberger
Alderman D. Haining
Alderman B. Kelly
Alderman D. O'Sullivan
Alderman F. D'Amico
D. Lobo, Commissioner of Public Works and Traffic
B. Chrystian, Public Works and Traffic
C. Guthro, Public Works and Traffic
A. Leitch, Transportation, Operations and Environment
J. Johnston, Human Resources
R. Fair, Culture and Recreation
R. Szabo, Legal Services
C. Biggs, Acting Secretary
T. Agnello, Acting Secretary

On motion (Morelli/Jackson), the Committee agreed to allow an item for discussion with respect to the hiring of summer students. Upon agreement by the Committee, Fred Loft, President of C.U.P.E. Local 5, addressed the members of the Committee on this issue.

Following the presentation and discussion, the Committee recommended the following:

Hiring of Summer Students/Staffing Levels

a) That the hiring of students for the summer of 1999 be maintained at last year's levels, without the involvement of private contractors;

b) That all recommended changes in service delivery and/or staffing levels be brought to Committee and Council for their consideration and approval.

The Committee adjourned in order to conduct the business of City Council and reconvened immediately thereafter.

COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Street Vendor Program – Bay Street at Copps Coliseum

Submissions were received from the following:

a) Peter E. Druxerman, Druxy's Inc.
b) Ippokratis, Fthenos, Harvest Burger
c) Perry On behalf of, Oak Café Restaurant

The Committee was in receipt of a memo from Mr. Chrystian dated May 3, 1999 regarding Vendor Operations which included three possible options.

After brief discussion, the Committee placed the following motion on the floor which was subsequently lost:

> That a street vendor be approved at the location on the corner of Bay and York Streets, beneath the Copps Coliseum sign, and that Mr. Anderson have the right to run his cart at that location until such time as it is tendered.

A second motion was placed on the floor and subsequently lost as follows:

> That a street vendor be approved at the location outside the Copps box office, and that Mr. Anderson have the right to run his cart at that location until such time as it is tendered.

ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved.

Alderman C. Collins
Chairman
Transport and Environment Committee

Carolyn Biggs/Tina Agnello
Secretary

B(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3, 1999
File No. TEC-129-99 / Author: Various

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting -1999 June 21
(PWT99007)

RECOMMENDATION:

That the routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. **Intersection Control**

   (a) Alderman Frank D'Amico has advised of a request from Mrs. Lorette Gianetti, 798 Brigadoon Drive, for westbound stop control at the "T" type intersection of Appleblossom and Brigadoon. (Ward 8)

   (b) Alderman Terry Anderson has advised of a request from Greg Peitchinis, 487 Eaglewood Drive, for eastbound stop control at the "T" type intersection of Gagliano and Eaglewood. (Ward 7)

   (c) Staff has received a request from Anne North, Principal of Richard Beasley School, 80 Currie Street, for all-way stop control at the "T" type intersection of Currie and Larch. (Ward 6)

   (d) Staff has received a request from staff of the Regional Water Department for northbound stop control at the recently constructed "T" type intersection of Bow Valley and Highridge. (Ward 5)

2. **Parking Regulations**

(a) Staff has identified a visibility problem caused by parked vehicles at the public walkway joining St. Vincent de Paul School and Golfwood, requiring the implementation of a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation adjacent to Nos. 185, 189 and 193 Golfwood Drive. (Ward 8)

(b) Jacqueline Bajus, Principal of Mother Theresa School, 1 Rexford Drive, has requested the implementation of a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation adjacent to the school on the east side of Rexford, north of Atherley. (Ward 7)

(c) Alderman Bernie Morelli has advised of a request from Dorothy Kolios, owner of Dunsmure Pain Clinic, 59 Dunsmure Road, that a "Two Hour Parking Time Limit, 24 Hours a Day, Monday to Saturday" regulation be implemented on the north side of Dunsmure, west of Sherman, adjacent to her business. (Ward 3)

(d) Alderman Terry Anderson forwarded a petition signed by all five of the residents abutting Crerar between Rockview and the northerly end requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. (Ward 7)

(e) Len Varaso, on behalf of the Mountain Physiotherapy Clinic, 644 Concession Street, requested that the existing "No Stopping" regulation on the west side of East 25th, south of Concession, be reduced from 50 feet to 25 feet and that, to facilitate patient "drop-off", a "No Parking" regulation be implemented on the west side of the subject roadway, commencing 25 feet south of Concession and extending 25 feet southerly therefrom. (Ward 7)

(f) George Preiner, owner of Preiner Tile Contracting Ltd., 321 Robert Street, has requested the implementation of a "No Stopping" driveway clearance on the north side of Robert, directly in front of his business. (Ward 3)

(g) Staff has received a petition signed by all of the residents abutting Westbourne between Main and Sanders, requesting that the existing "Alternate Side Parking" regulation be removed to allow parking on both sides of the street in this block. Ten of the 11 residents supported repealing the subject regulation and one resident opposed the request. (Ward 1)

(h) Andreas Kallergis, owner of Ellas Café, 199 Wilson Street, has submitted a petition signed by five of the seven abutting residents requesting the implementation of a full-time "One Hour Parking Time Limit" regulation on the east side of Cathcart between Wilson and Kelly. Four of the residents supported the requested regulation and one had "no opinion". (Ward 2)

(i) Alderman Ron Corsini has advised of a request from Dennis Lupton, 465 Bay Street North, that the existing "No Parking" regulation on the west side of Bay, south of Burlington, be shortened to allow unrestricted parking in front of his home. (Ward 2)

(j) The Principal of Glen Echo School has requested that the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" on the west side of Glen Echo be replaced with a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation. (Ward 5)

(k) Alderman Frank D'Amico has advised of a request from Sandy Upper, 126 Gateview Drive, representing Queensdale School Parent Council, to implement a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of Churchill, east of Prince George, adjacent to the school. (Ward 8)

(l) Alderman Frank D'Amico has advised of a request from Sandy Upper, 126 Gateview Drive, representing Queensdale School Parent Council, to implement a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Prince George, south of Churchill, adjacent to the school. (Ward 8)

(m) Staff has received a petition signed by 20 of the 28 abutting residents requesting that the winter parking prohibition of the "Alternate Side Parking" regulation on the south side of Brucedale between Sherwood Rise and High be switched to the north side. Eighteen of the residents support switching sides, one is opposed and one has no opinion. (Ward 6)

3. **Disabled Parking**

(a) Carlos Olivera, 44 William Street, has requested that the existing full-time "Wheelchair Loading Zone" directly in front of his home be removed since he has widened his driveway and the space is no longer required. (Ward 3)

(b) Ms. Anne Schirripa, 302 Catharine Street North, has requested the implementation of a full-time reserved "Permit Parking" regulation on the west side of Catharine, abutting the east side yard of 94 Murray Street East. Mr. S. Marrone, 94 Murray Street East, concurs with the request. (Ward 2)

(c) Mr. Mark Shaler, 446 Charlton Avenue West, has requested the implementation of a full-time reserved "Permit Parking" regulation on the north side of Charlton, directly in front of his home since he is disabled. (Ward 1)

(d) An area resident has requested the removal of the reserved "Permit Parking" regulation at 286 Paling Avenue as the resident has moved which staff has confirmed. (Ward 4)

(e) Mrs. Linda Lee, 247 Glennie Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the south side of Melvin, adjacent to her home since she is disabled. (Ward 4)

(f) An area resident has requested the removal of the reserved "Permit Parking" regulation at 56 Fullerton Avenue as the resident has moved which staff has confirmed. (Ward 3)

(g) Mr. Dion, 34 Strachan Street West, has advised that he is moving and does not require the reserved "Permit Parking" space approved by the City Council on April 27, 1999. The signs were never installed. (Ward 2)

(h) Mrs. Mary Policelli, 70 Donnici Drive, has requested the implementation of a full-time "Wheelchair Loading Zone" directly in front of her home as her two children require the use of DARTS vehicles. (Ward 8)

(i) Alderman Terry Anderson has advised that the reserved "Permit Parking" regulation on the north side of Inverness, adjacent to No. 115 East 19th Street, is no longer required as the resident has moved. (Ward 7)

(j) Mrs. Linda Crouse, 304 Cope Street North, has requested that the existing reserved "Permit Parking" regulation adjacent to No. 306 Cope Street North, be replaced with a full-time "Wheelchair Loading Zone" regulation, to reduce the incidence of sight-line obstruction created when the subject parking space is occupied. Ms. Beverly Lutz, 308 Cope Street North, for whom the regulation was originally implemented supports the request. (Ward 4)

(k) Linda Shepard, 62 Mars Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the south side of Mars, directly in front of her home, since she is disabled. (Ward 3)

4. **Loading Zones**

(a) Anne North, Principal of Richard Beasley School, 80 Currie Street, has requested that the existing School Bus Loading Zone on the west side of Currie, north of Beaconsfield, be changed to a combined School Bus Loading Zone and Taxi Stand. While this is a site specific request, it will be necessary to make a minor text amendment to accommodate this and future requests of this nature. (Ward 6)

(b) Lily Borges, Especially For You Upholstry, 280-282 Hughson Street North, has requested that the "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" loading zone be reinstated in front of her business. (Ward 2)

(c) Alderman Marvin Caplan has advised of a request from Mr. Simmons, owner of Al Simmons Gun Shop, 122 Locke Street South, that the existing "No Parking" loading zone on the west side of Locke, south of Canada, be relocated northerly to directly in front of his business. (Ward 1)

(d) Alderman Terry Anderson has advised of a request from Mount Hamilton Day Care Centre, 440 Upper Wentworth Avenue, that the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Inverness, east of East 19th, be changed to a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" loading zone. (Ward 7)

(e) Alderman Frank D'Amico has advised of a request from Sandy Upper, 126 Gateview Drive, representing Queensdale School Parent Council, that a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be installed on the north side of Queensdale, east of Prince George, adjacent to the school. (Ward 8)

5. **Miscellaneous**

(a) Alderman Andrea Horwath has advised of a request from Mr. B. Potter, Secretary of Her Majesty's Army & Navy Veterans Society, 96-98 MacNab Street North, that the duration of the parking meters on Vine between James and Park be changed from one hour to two hours. (Ward 2)

MBH/kag

B(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 10
File No. TEC-134-99 / Author: C. van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 3rd Street between Monarch Road and Wembley Road – Parking Regulations PWT99010

RECOMMENDATION:

(a) That the existing "Permit Parking" regulation on the west side and "No Parking" regulation on the east side of West 3rd Street between Monarch Road and Wembley Road be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation in conjunction with an "Alternate Side Parking" regulation such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

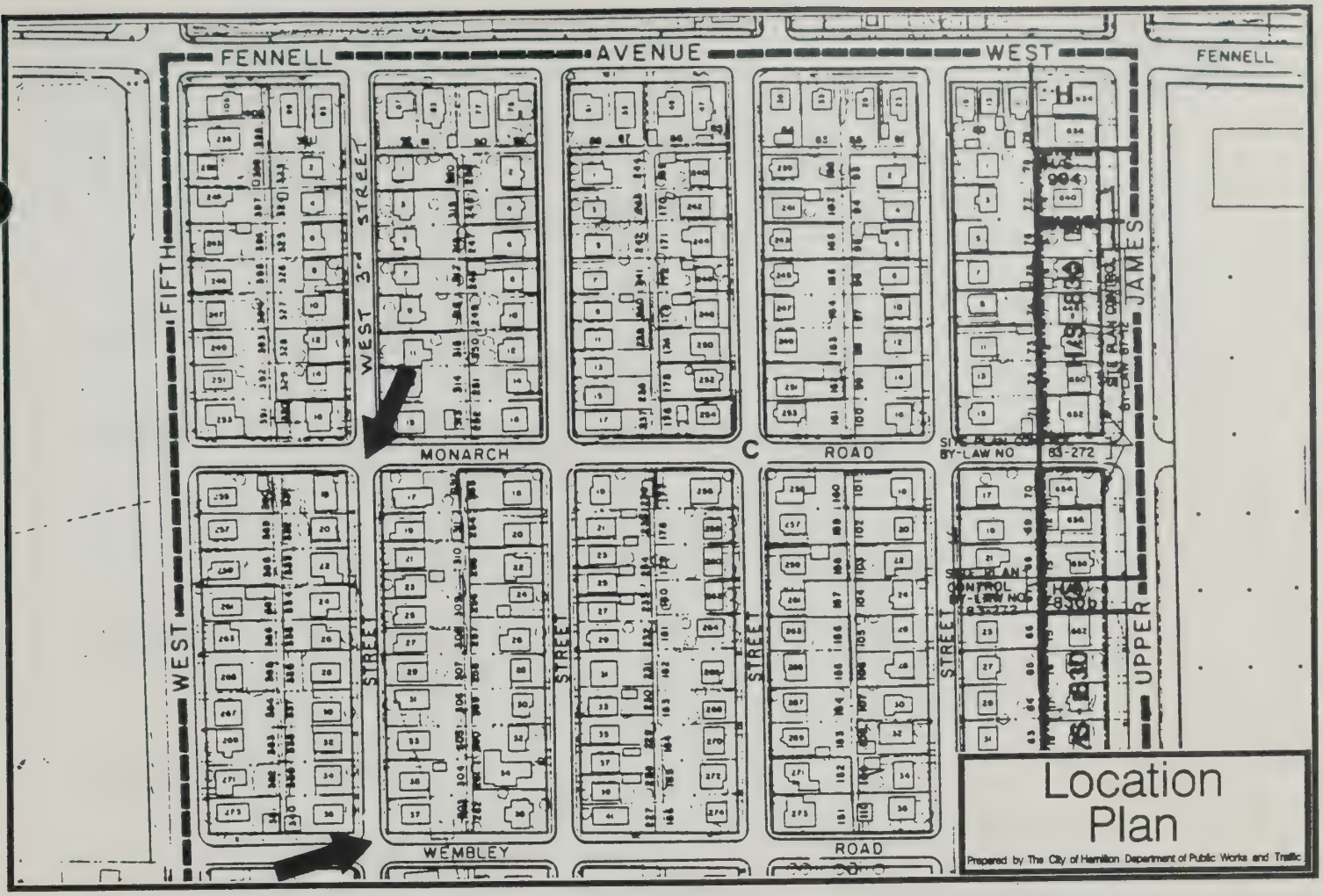
BACKGROUND:

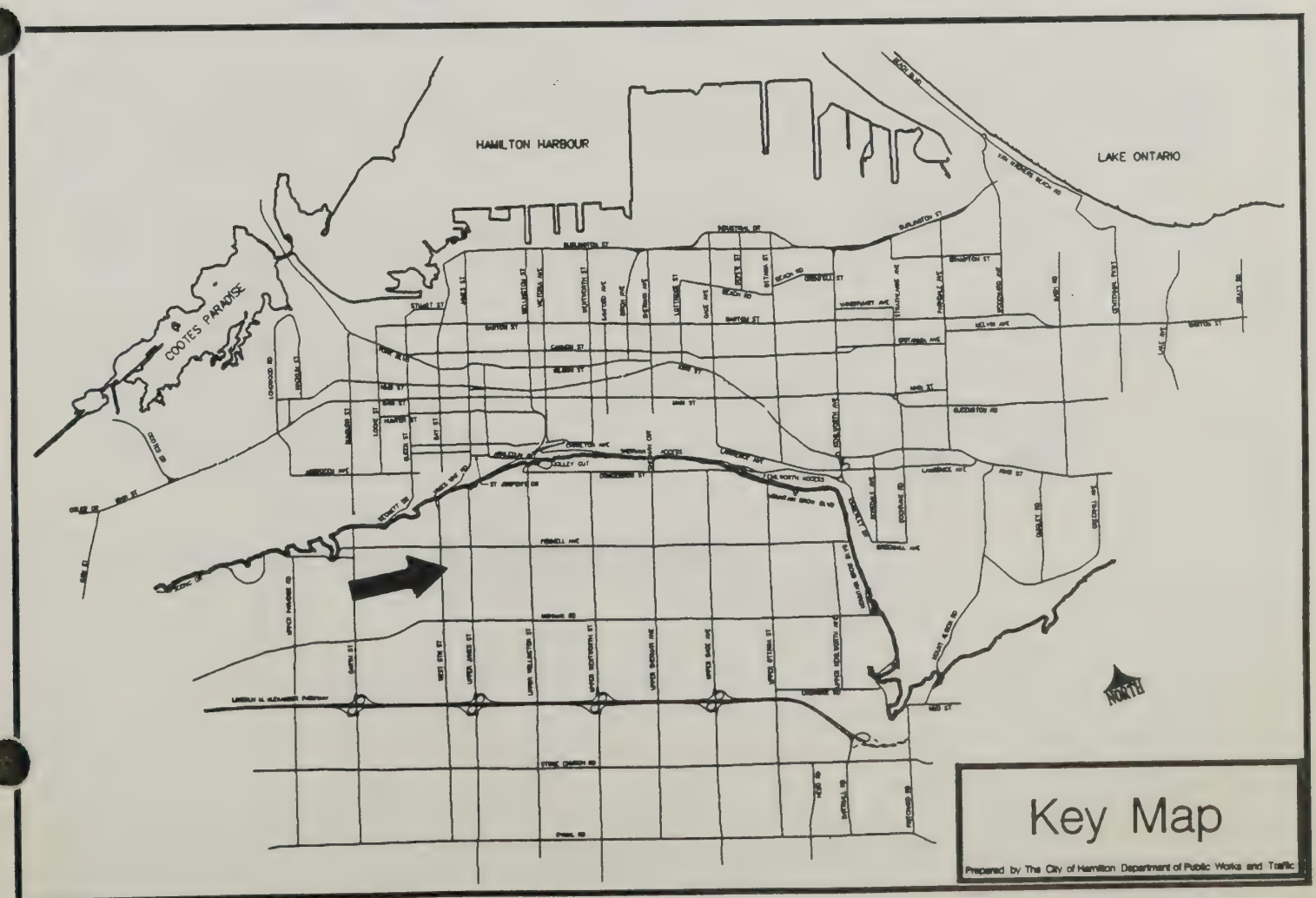
Alderman Duke O'Sullivan has forwarded a petition, on behalf of the abutting residents of West 3rd Street, between Monarch Road and Wembley Road, requesting that the existing "Permit Parking" regulation on the west side and the "No Parking" regulation on the east side of the street be replaced with an "Alternate Side Parking" regulation, in conjunction with a "One Hour Parking Time Limit" to be in effect during the day and a "Permit Parking" regulation to be in effect only overnight.

While staff would support the enactment of the requested "Alternate Side Parking" regulation, we would not support the implementation of a "Time Limit" regulation during the day and a "Permit Parking" regulation through the night, since the combination of these signs would likely cause significant confusion among area residents and their guests and result in the issuance of parking tags. Further, area residents who wished to be exempted from the "Time Limit" and "Permit Parking" restrictions would be required to purchase, and display in their vehicles, two separate permits.

As an alternative, staff has recommended the implementation of an "Alternate Side Parking" regulation in conjunction with a full-time "One Hour Parking Time Limit" regulation. Alderman O'Sullivan has advised that he concurs with the request.

CVB/str


FENNELL AVENUE WEST
FENNELL
FIFTH
WEST 3rd STREET
MONARCH
ROAD
JAMES
UPPER
WEST 5th STREET
WEST 4th STREET
WEST 2nd STREET
WEMBLEY
ROAD
SITE PLAN CONTROL BY-LAW NO 83-272
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 2
File No.: S701-77 & S706-32 - G. McGuire

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-99-12) (TOE99005)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Distin Drive	Block 46	Plan 62M-848
Sundown Drive	Block 99	Plan 62M-475

b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the by-laws.

A.F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

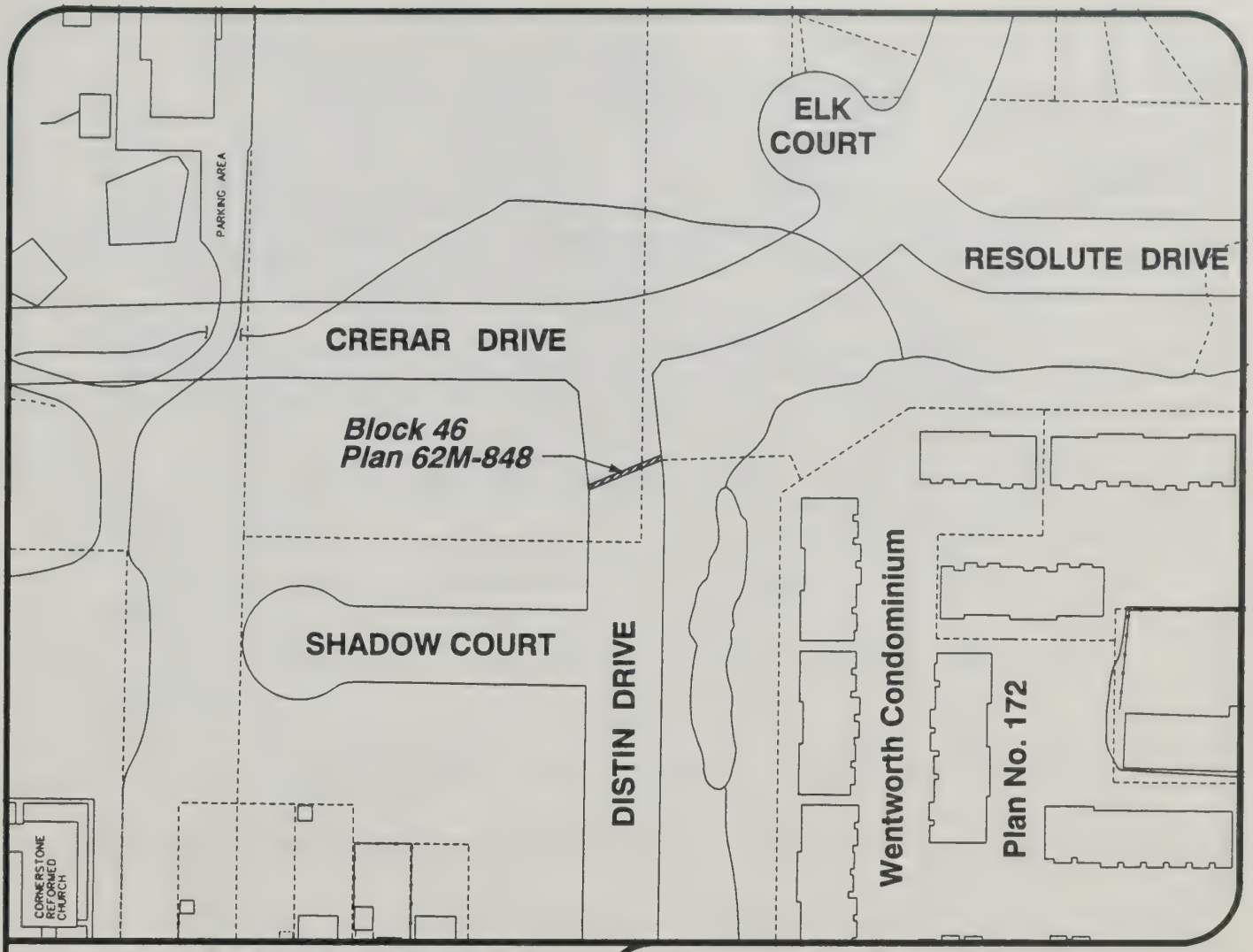
To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Land Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Distin Drive	Block 46, 62M-848	N/A	To provide access to Falconstone Estates, Phase 2	S706-32
Sundown Drive	Block 99, 62M-475	N/A	To provide access To Aterno Gardens	S701-77

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cb:GM GM
encls.

cc/H. Groen, Transportation Division
cc/F. Angelici, Planning Division
cc/K. Nutley, Real Estate Division



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	June 3, 1999	

NORTH

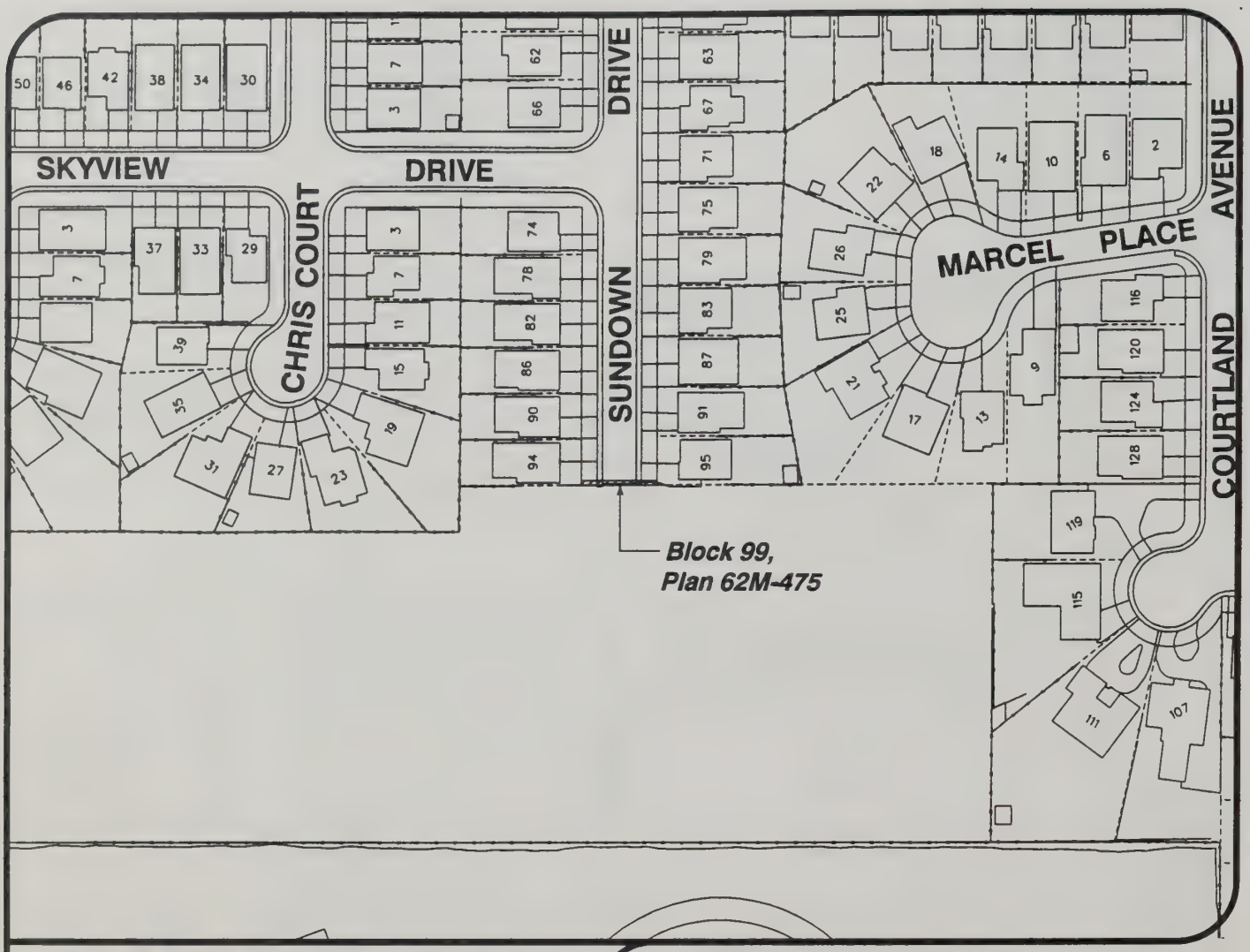
KEY MAP

NOT TO SCALE



FORM RP-98-1

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LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	June 2, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

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Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 46, PLAN 62M-848 INTO DISTIN DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Distin Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

2. That the following land is hereby established and laid out as a public highway to form part of Distin Drive;

   All of Block 46, Plan 62M-848.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 29th day of June A.D. 1999

Municipal Clerk

Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 99, PLAN 62M-475 INTO SUNDOWN DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Sundown Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Sundown Drive;

   All of Block 99, Plan 62M-475.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 29th day of June A.D. 1999

Municipal Clerk

Mayor

B(2)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 7
G52-05 D. Onishi

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P. Eng.
General Manager
Transportation, Operations & Environment

SUBJECT: Hamilton Hydro Electric System - Installation of Above Ground Pad Mounted Transformers R-99-08 (TOE99001)

RECOMMENDATION:

That the installation of above ground pad mounted transformers be permitted in all new subdivisions, and certain commercial/industrial and existing residential development, subject to approval by the General Manager of Transportation, Operations and Environment.

A. F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Senior Director of Roads is responsible for the issuing of municipal consents to public utilities and private utilities or agencies under special agreements with the City and Region for installation of both underground and aerial plant on City and Regional road allowances. Over the years, the amount of buried Hydro plant has increased in the City of Hamilton, largely as a result of the City's direction to bury all utility plant in new subdivisions.

Cont'd

In addition to the cable itself, Hydro plant includes transformers. For aerial hydro plant, the transformers are mounted on the poles which carry the cable. In the case of an underground system, the transformers have been installed in below ground vaults in the City of Hamilton. In other municipalities, there has been widespread use of above-ground pad-mounted transformers.

Hamilton Hydro have approached staff at the Region for permission to install above ground pad mounted transformers in the City of Hamilton on the public road allowances. These transformers will be contained within an above ground structure which is green in colour and has the approximate dimensions of 1.0 metres x 1.2 metres and is approximately 0.8 metres above ground.

While below ground vault transformers are more aesthetically pleasing than above ground pad mounted transformers, there are sound technical reasons for staff to approve these facilities. The above ground transformers are in keeping with the current hydro design standard for transformers in most municipalities, are more cost effective, and offer a safer, drier non-confined space for hydro staff undertaking maintenance.

Therefore, staff are in agreement with the use of above ground pad mounted transformers in all new subdivisions, and certain commercial, industrial and existing residential development, where approved by staff.

DYO:ljm

B(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3
T103-23 (5) J. K. Clairmont

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P. Eng. General Manager
Transportation, Operations and Environment

SUBJECT: Temporary Road Closure: King William Street (R-99-14)
(TOE99007)

RECOMMENDATION:

That the application of the Downtown Hamilton B.I.A. to temporarily close King William Street between James Street and Hughson Street on Thursday 1999 July 8 at 11:00 p.m. to Sunday 1999 July 11 at 11:00 a.m., to hold the first annual King William Street Festival, be approved, subject to the following conditions:

a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

b) That the applicant provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

d) That all barricading be supplied by and at the expense of the applicant;

e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the General Manager of Transportation, Operations and Environment and at the expense of the applicant;

f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer;

g) That no property owner or resident within the barricaded area be denied access to their property upon request;

h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the General Manager of Transportation, Operations and Environment.

i) That the applicant be granted an extension to the City of Hamilton Noise By-law 79-292 to continue the music until 12:00 midnight during the event, and that a City of Hamilton Noise By-law Officer be in attendance throughout the event, at the expense of the applicant.

A. F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

BACKGROUND:

A request has been received from the Downtown Hamilton B.I.A. to temporarily close King William Street between James Street and Hughson Street, and the east curb lane of James Street North between Rebecca Street and King Street on Thursday 1999 July 8 at 11:00 p.m. to Sunday 1999 July 11 at 11:00 a.m., to hold the first annual King William Street Festival.

On Thursday 1999 July 8 King William Street will close to allow the applicant time to erect tents on the sidewalk on the north side of the street. The tents will provide the opportunity for abutting restaurant owners to sell foods prepared in their own establishments, and to be used for display purposes, and will be staffed by Hamilton organizations or community groups.

On the south side of the street the applicant will be constructing a stage and licensed beer garden tent with seating capacity for approximately 850 people. A perimeter fence within the limits of the private parking lot will contain the stage, beer garden and seating.

The applicant will occupy the east curb lane of James Street between Rebecca and King to accommodate loading and unloading of equipment from behind the stage which will be located immediately east of James Street on the south side of Hughson Street. The applicant will also insure that access is maintained for businesses in the area requiring access to the signed loading zones on James Street.

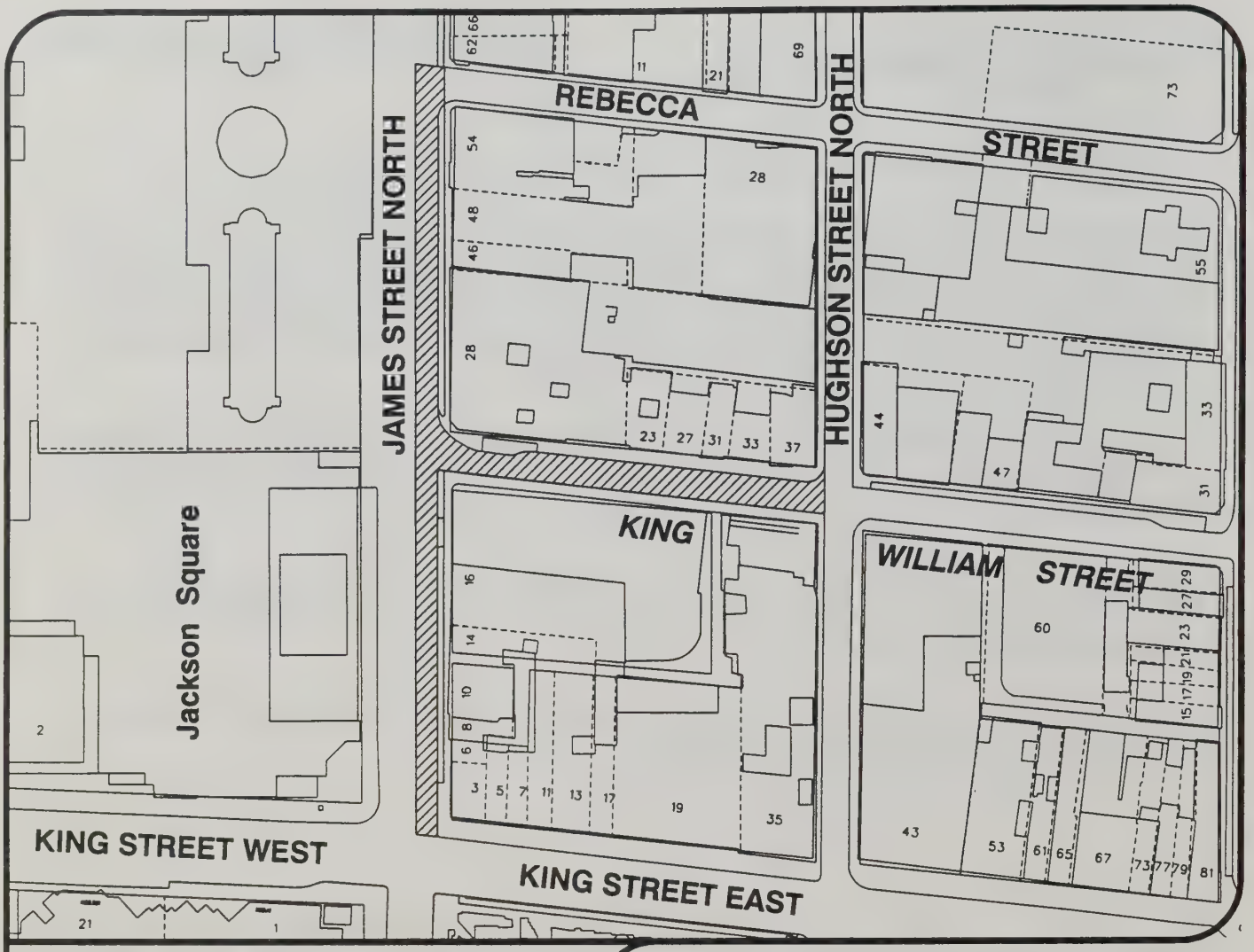
The festival itself will begin on Friday 1999 July 9 at 9:00 a.m. with artists performances, crafts and other forms of entertainment. After 5:00 p.m. on each day there will be bands set up in the staging area to entertain the public.

The Noise Control By-law Officer will be in attendance to insure that the acceptable decibel levels are not exceeded, particularly after 11:00 p.m. All associated costs will be at the expense of the applicant.

Since Regional Police Service will provide the required safety and control of this event this Department can support the application.

JKC:

CC: R. Morrow, Mayor
CC: A. Horwath, Alderman
CC: R. Corsini, Alderman



LOCATION PLAN

FOR PROPOSED TEMPORARY PUBLIC ROAD CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

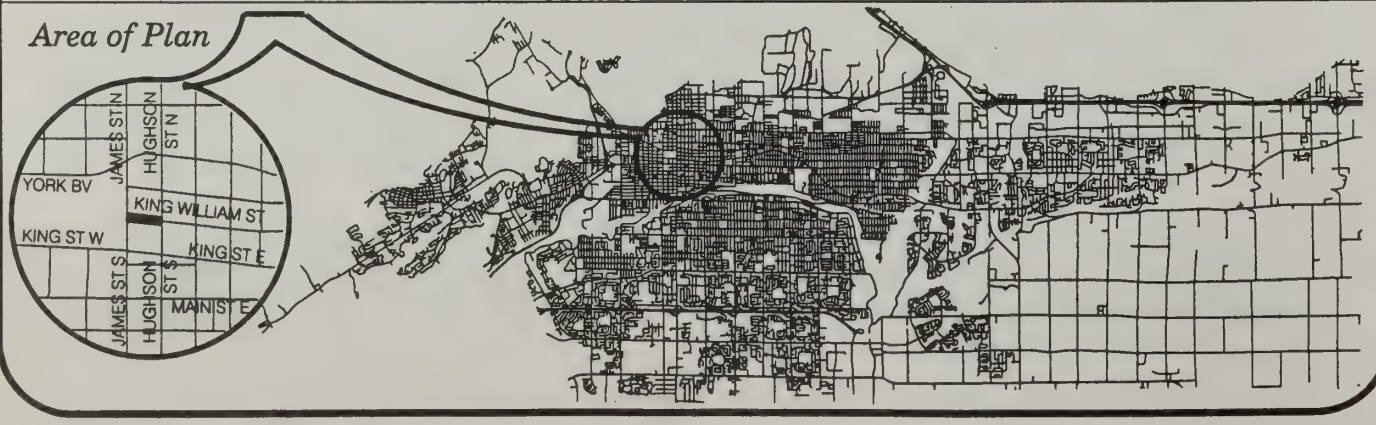
AREA OF PROPOSED TEMPORARY PUBLIC ROAD CLOSURE

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	T103-23 (5)
	DATE	
	June 8, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

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B(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 7
T103-23 (5) M. J. Preston

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P.Eng., General Manager
Transportation, Operations and Environment

SUBJECT: Temporary Road Closure for Special Events: Hess Street South Between King Street and Main Street (TOE99004) (RDS9911)

RECOMMENDATION:

That the applications of the Hess Village Performing Arts Festival organization to close Hess Street South between King Street and Main Street on the following dates:

Tuesday 1999 July 13 at 10:00 am to Monday 1999 July 19 at 12:00 noon, for the Hess village Performing Arts Festival and;

Friday 1999 July 23 at 10:00 am to Monday 1999 July 26 12:00 noon, for Beach Volleyball and ;

Friday 1999 August 13 at 12:00 noon to Sunday 1999 August 15 at 12:00 midnight, for the Bud Rig Patio Olympics,

be approved, subject to the following conditions:

a) i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained.

ii) That the applicants provide proof of $5,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate.

iv) That all barricading be supplied by and at the expense of the applicants.

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment, at the expense of the applicants.

vi) That the applicants ensure that clean-up be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizers.

vii) That no property owner or resident within the barricaded area be denied access to their property upon request.

viii) That all property owners and tenants along the closed portion of the road be notified of the event by the applicants prior to the event in a form acceptable to the General Manager, Transportation, Operations and Environment.

ix) That the applicants be granted an extension to the City of Hamilton Noise By-law 79-292 to continue the music until 12:00 midnight during the events, with the exception of the 1999 July 23-26 event, and that a City of Hamilton Noise By-law Officer be in attendance throughout all of the events, at the expense of the applicants.

b) That the Alcohol and Gaming Commission of Ontario be advised that the City of Hamilton is aware of the event being held 1999 July 13 to July 19, deems it to be an event of municipal significance and has no objection to the AGCO issuance of the appropriate special event liquor licence.

c) That the AGCO be advised that the City of Hamilton is aware of the application of the Lazy Flamingo for a temporary extension of its liquor licence for the Bud Rig Olympics, being held 1999 August 13 to August 15, and the City has no objection to the AGCO issuance of the appropriate liquor licence for this event.

A.F. Leitch, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

A request has been received from the Hess Village Performing Arts Association to temporarily close Hess Street South between Main Street and King Street to hold a variety of special events during the summer.

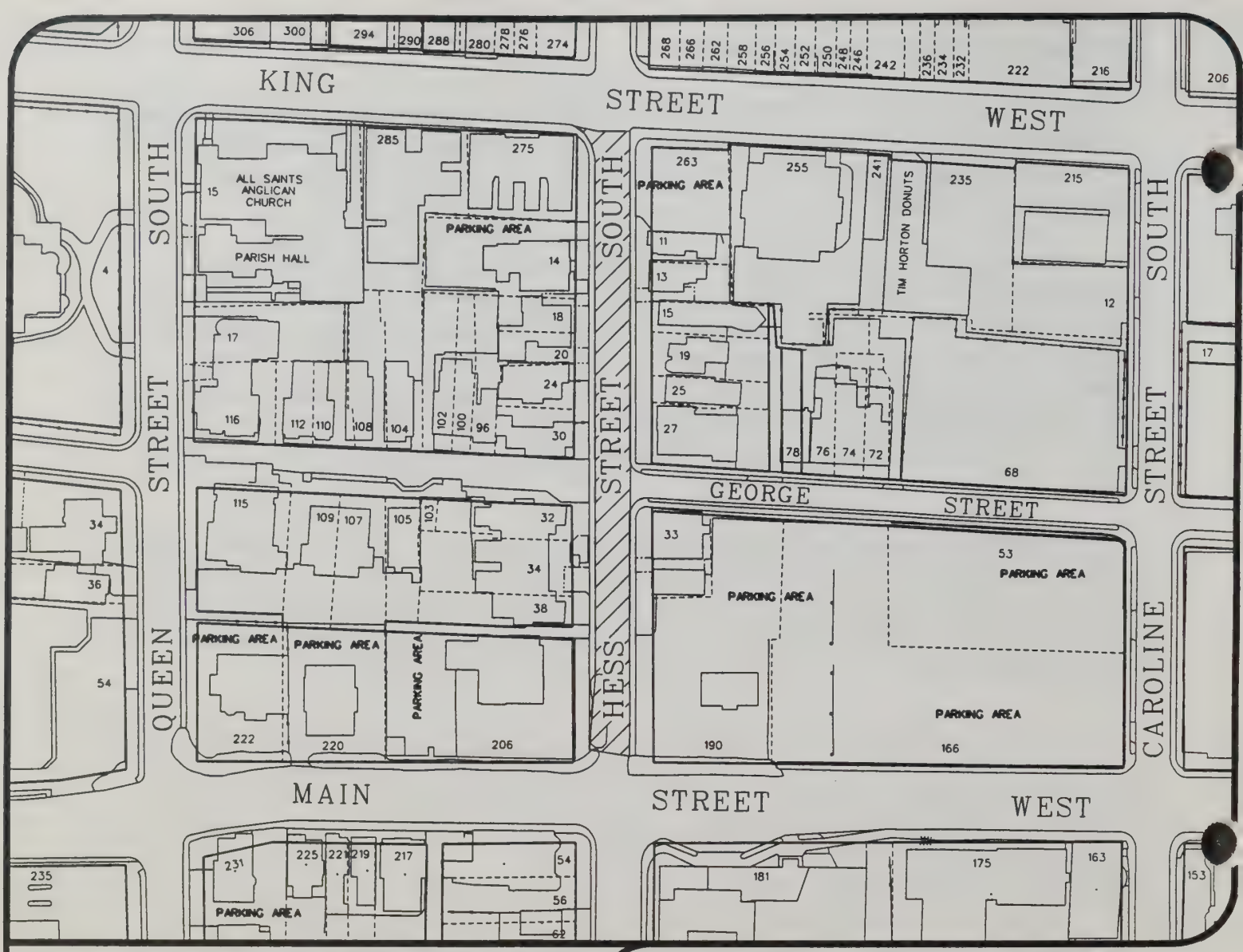
On Tuesday July 13 at 10:00 am the road will be closed to locate a stage for the Hess Village Performing Arts Festival which will feature a variety of musical entertainment. This event has been held in Hess Village for ten years and attendance is estimated at 35,000 people. The stage will be removed and the road re-opened by 12:00 noon on Monday July 19. The applicant is seeking an exemption from Noise By-law 79-292 to allow music to be played past 11:00 pm, to finish at 12:00 midnight. As well, the organizer has applied for a special event liquor licence.

On Friday July 23 at 10:00 am the road will be closed to construct a sand court to hold a beach volleyball tournament. This is the second year for this event and attendance is estimated at 10,000 people. The sand will be removed and the road re-opened by 12:00 noon on July 26.

On Friday August 13 the road will be closed at 12:00 noon for the Bud Rig Patio Olympics. This is the first time this event has been held in Hess Village. A large truck will be parked on the road and various sporting competitions will be held. Attendance is expected to be around 1,000 people and the organizer is requesting a temporary extension of his liquor licence for this event. Live music will be played and the applicant is seeking exemption from the Noise By-law to allow music to be played past 11:00 pm, until 12:00 midnight. At that time, the truck will leave the area and the road will be re-opened.

Events in Hess Village are generally well attended and provide great economic benefits for the merchants in the area. As the applicants will ensure a Noise Control Officer is in attendance to monitor the events and as Regional Police Service members will patrol within the closure area, all at the expense of the applicants, this Department supports these applications.

MJP:
Cc: P.C. D. Schwalm, Police Service
Cc: M. Hazell, Public Works and Traffic
Cc: S. Reeder, City Clerks



LOCATION PLAN

FOR PROPOSED TEMPORARY ROAD CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF TEMPORARY ROAD CLOSURE

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	T103-23(5)
	DATE	
	June 2, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

B(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 June 3
T103-23 (5) J. K. Clairmont

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P. Eng. General Manager
Transportation, Operations and Environment

SUBJECT: Temporary Road Closure: Y95.3's A taste of Hamilton Event
Royal Bank Aquafest 1999 (TOE99010)

RECOMMENDATION:

a) That the application of

i) A. Shinehoft, agent for the Y93.3 A Taste of Hamilton Event, to temporarily close:

- Bay Street between Barton Street and Guise Street
- Wood Street between Bay Street and James Street
- Macauley Street between Bay Street and James Street
- Picton Street between west of Bay Street to James Street
- Nichol Street between Picton Street to Ferrie Street
- Ferrie Street between west of Bay Street to James Street
- Simcoe between Bay Street and James Street
- MacNab Street between Barton Street and Guise Street
- Strachan Street between Bay Street and James Street
- Tiffany Street between Barton Street and Stuart Street
- Strachan Street between Bay Street and James Street
- Stuart Street between Bay Street and James Street
- Murray Street between Bay Street and James Street

from 1999 Thursday June 24 at 11:00 a.m. to 1999 Sunday June 27 at 11:00 p.m., to hold the Y95.3 A Taste of Hamilton Event;

and

ii) A. Bradford, agent for the Royal Bank Aquafest Event, to temporarily close:

- Bay Street between Barton Street and Guise Street
- Wood Street between Bay Street and James Street
- Macauley Street between Bay Street and James Street
- Picton Street between west of Bay Street to James Street

- Nichol Street between Picton Street to Ferrie Street
- Ferrie Street between west of Bay Street to James Street
- Simcoe between Bay Street and James Street
- MacNab Street between Barton Street and Guise Street
- Strachan Street between Bay Street and James Street
- Tiffany Street between Barton Street and Stuart Street
- Strachan Street between Bay Street and James Street
- Stuart Street between Bay Street and James Street
- Murray Street between Bay Street and James Street

on Thursday July 22 at 11:00 a.m. to 1999 Sunday July 25 at 11:00 p.m., to hold the Royal Bank Aquafest 1999,

be approved, subject to the following conditions:

aa) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

bb) That the applicants provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

cc) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

dd) That all barricading be supplied by and at the expense of the applicant;

ee) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the General Manager of Transportation, Operations and Environment and at the expense of the applicant;

ff) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer;

gg) That no property owner or resident within the barricaded area be denied access to their property upon request;

hh) That all property owners and tenants within the closure area of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the General Manager of Transportation, Operations and Environment;

ii) That a City of Hamilton Noise By-law Officer be in attendance throughout the events, at the expense of the applicant;

jj) That Regional Police Service and By-law Enforcement/Parking Control Staff enforce permit parking (under Section 33a subsection 12, of the City Traffic By-Law No. 89.72) on the aforementioned streets.

kk) That the City Traffic By-Law 89-72 be amended accordingly.

for A. F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

BACKGROUND:

A request has been received from A. Shinehoft, agent for the Y93.3 A Taste of Hamilton Event to temporarily close Bay Street between Barton Street and Guise Street, Wood Street between Bay Street and James Street, Macauley Street between Bay Street and James Street, Picton Street between west of Bay Street to James Street, Nichol Street between Picton Street to Ferrie Street, Ferrie Street between west of Bay Street to James Street, Simcoe between Bay Street and James Street, MacNab Street between Barton Street to Guise Street, Strachan Street between Bay Street to James Street, Tiffany Street between Barton Street and Stuart Street Strachan Street from Bay Street to James Street, Stuart Street between Bay Street and James Street and Murray Street between Bay Street and James Street from 1999 Thursday June 24 at 11:00 a.m. to 1999 Sunday June 27 at 11:00 p.m., to hold the Y95.3 A Taste of Hamilton Event.

Y95.3's A Taste of Hamilton will take place at Bayfront Park featuring cooking demonstrations, children's activities and live concerts. The event will spotlight over thirty-five of Hamilton and the surrounding area's restaurants. Culinary treats from the restaurants will be offered to those in attendance at prices ranging from .60 cents to $3.60 per portion.

A second application has been received from A. Bradford, agent for the Royal Bank Aquafest Event to temporarily close Bay Street between Barton Street and Guise Street, Wood Street between Bay Street and James Street, Macauley Street between Bay Street and James Street, Picton Street between west of Bay Street to James Street, Nichol Street between Picton Street to Ferrie Street, Ferrie Street between west of Bay Street to James Street, Simcoe between Bay Street and James Street, MacNab Street between Barton Street to Guise Street, Strachan Street between Bay Street to James Street, Tiffany Street between Barton Street and Stuart Street Strachan Street from Bay Street to James Street, Stuart Street between Bay Street and James Street and Murray Street between Bay Street and James Street from 1999 Thursday July 22 at 11:00 a.m. to 1999 Sunday July 25 at 11:00 p.m., to hold the Royal Bank Aquafest 1999.

Aquafest has become an annual event in the City of Hamilton attracting large crowds and show casing Hamilton's water front area. The festival will feature children's amusement rides and live performances for visitors.

Due to the expected increased volumes of vehicular and pedestrian traffic in the area the Ward Alderman, in concurrence with Regional Police Service has requested that the roads in the area be temporally closed. To insure that area residents maintain their required street parking, "Permit Parking" and the issuing of permits only to local residents will be provided for by the Department of Public Works and Traffic. They will also install twenty-two "Temporary Road Closure" signs, the cost of which will be billed to the event organizers.

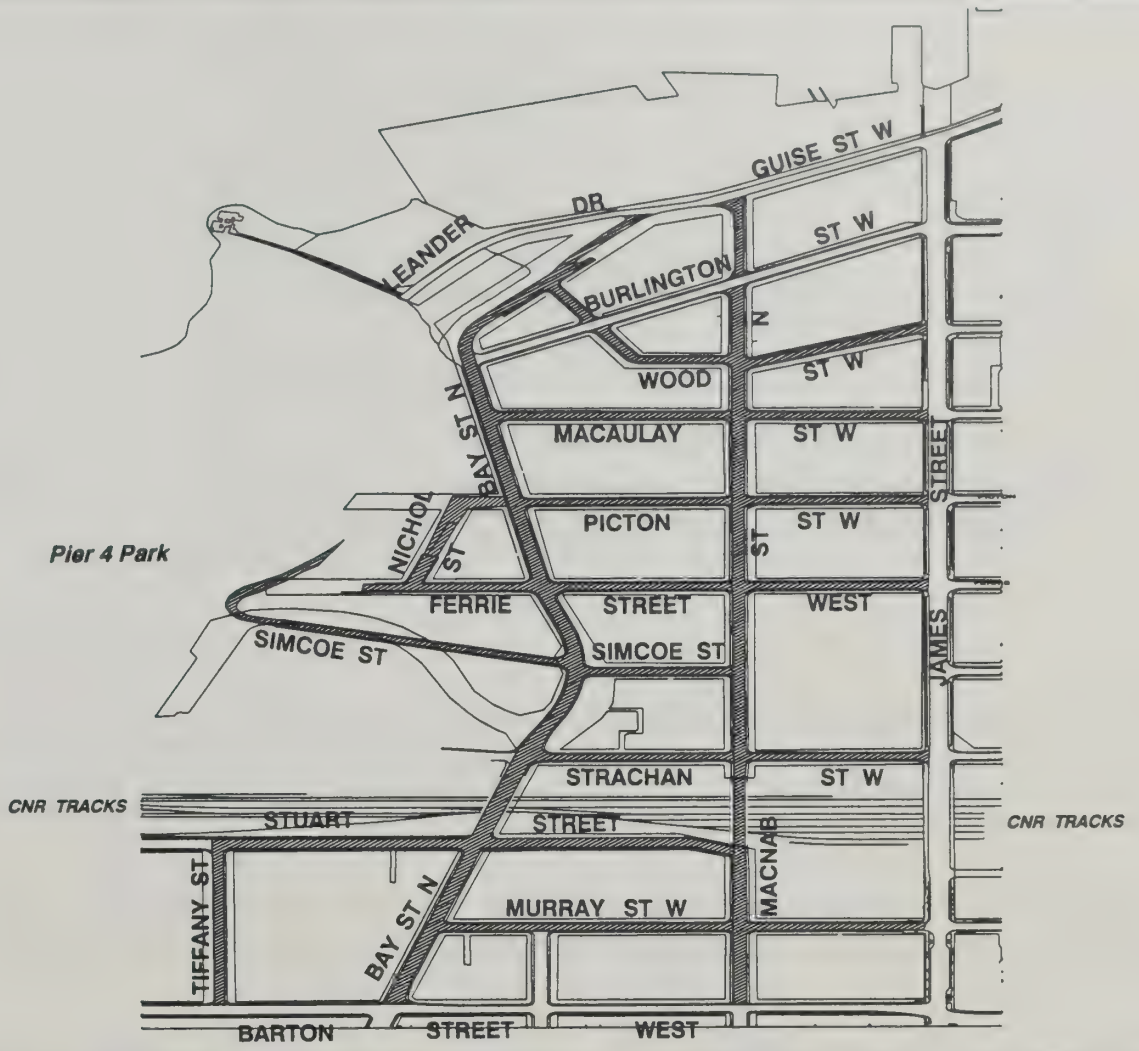
The Noise Control By-law Officer will be in attendance to insure that the acceptable decibel levels are not exceeded and that all amplified music cease at 11:00 p.m. All associated costs will be at the expense of the applicants

Regional Police Service will provide the appropriate detour routes and the safety of the participants and pedestrians in the area. Any costs beyond normal requirements for the area will be charged to the event organizers.

Since Regional Police Service will provide the required safety and control of this event this Department can support the application.

JKC:

CC: R. Morrow, Mayor
CC: A. Horwath, Alderman
CC: R. Corsini, Alderman



LOCATION PLAN

FOR PROPOSED PUBLIC ROAD CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

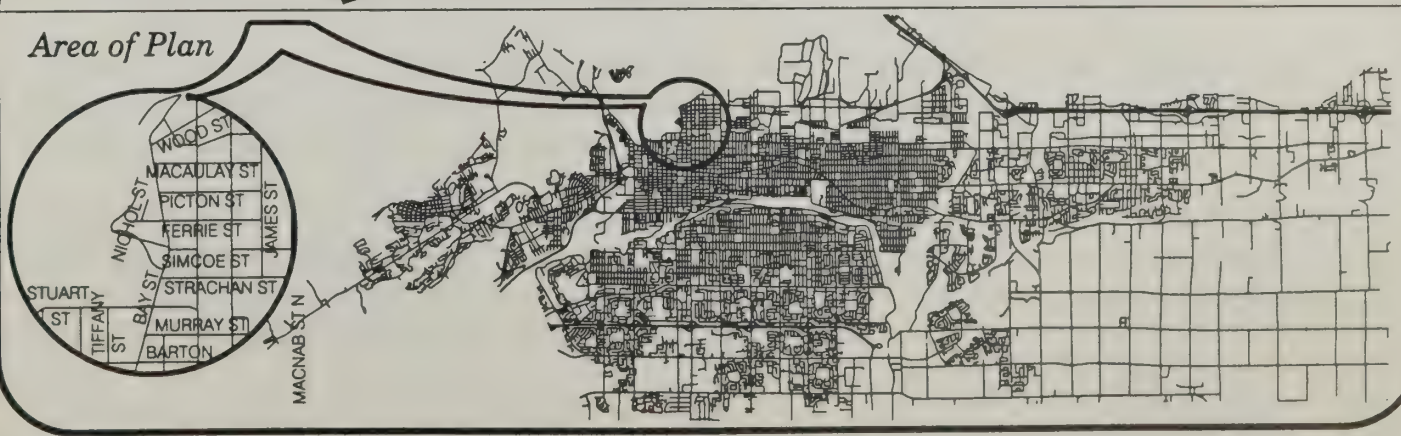
AREA OF PROPOSED PUBLIC ROAD CLOSURE

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	T103-23(5)
	DATE	
	June 17, 1999	

NORTH

KEY MAP

NOT TO SCALE



FORM RP-98-1

C(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 May 31

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Declaration of Surplus Properties – Public Walkway between 37 and 41 Glenvale Drive, Parts 1 and 2, Plan 62R-14911 (CS99007)

RECOMMENDATION:

(a) That the public walkway lying between Lots 38 and 39 on Plan M-66 (37 and 41 Glenvale Drive respectively), designated as Parts 1 and 2, Plan 62R-14911 be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That Real Estate, Legal Services Section be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law No. 95-049.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that the "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

DISCUSSION

On May 24, 1969 City Council approved the Gilkson Neighbourhood Plan which included a pedestrian access between Glenvale Drive and the future townhouse development. With the approval of the Gilkson Gardens Subdivision Plan M-66, registered on June 21, 1971, the developer dedicated lands to the City to provide the pedestrian access from Block E (Townhouse Development and Glenvale Avenue).

The request for closure was initiated by Wentworth Condominium Corporation No. 16. The request required that the walkway be deleted from the approved neighbourhood plan and the applicant cited safety concerns, noise and litter as reasons for closure. On March 5, 1997 the Planning and Development Department held a public meeting with the area residents to review the applicant's request. The general consensus of the meeting was to delete the walkway.

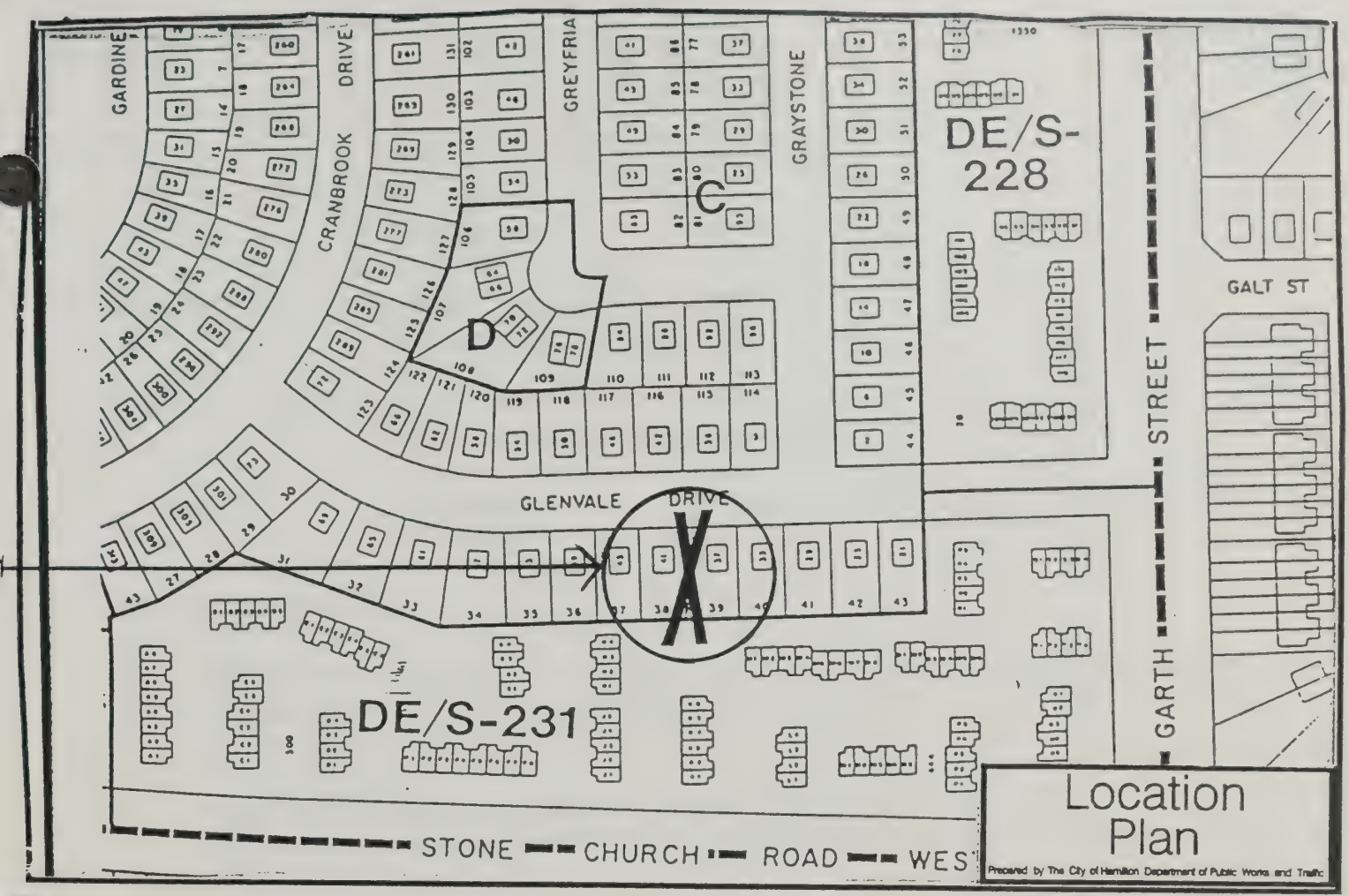
On July 8, 1997 City Council approved Item 4 of the 11th Report of the Planning and Development Committee recommending that the Gilkson Gardens Neighbourhood Plan be amended by deleting the designation of the walkway between 37 and 41 Glenvale Drive and that the item be referred to the Transport and Environment Committee for implementation.

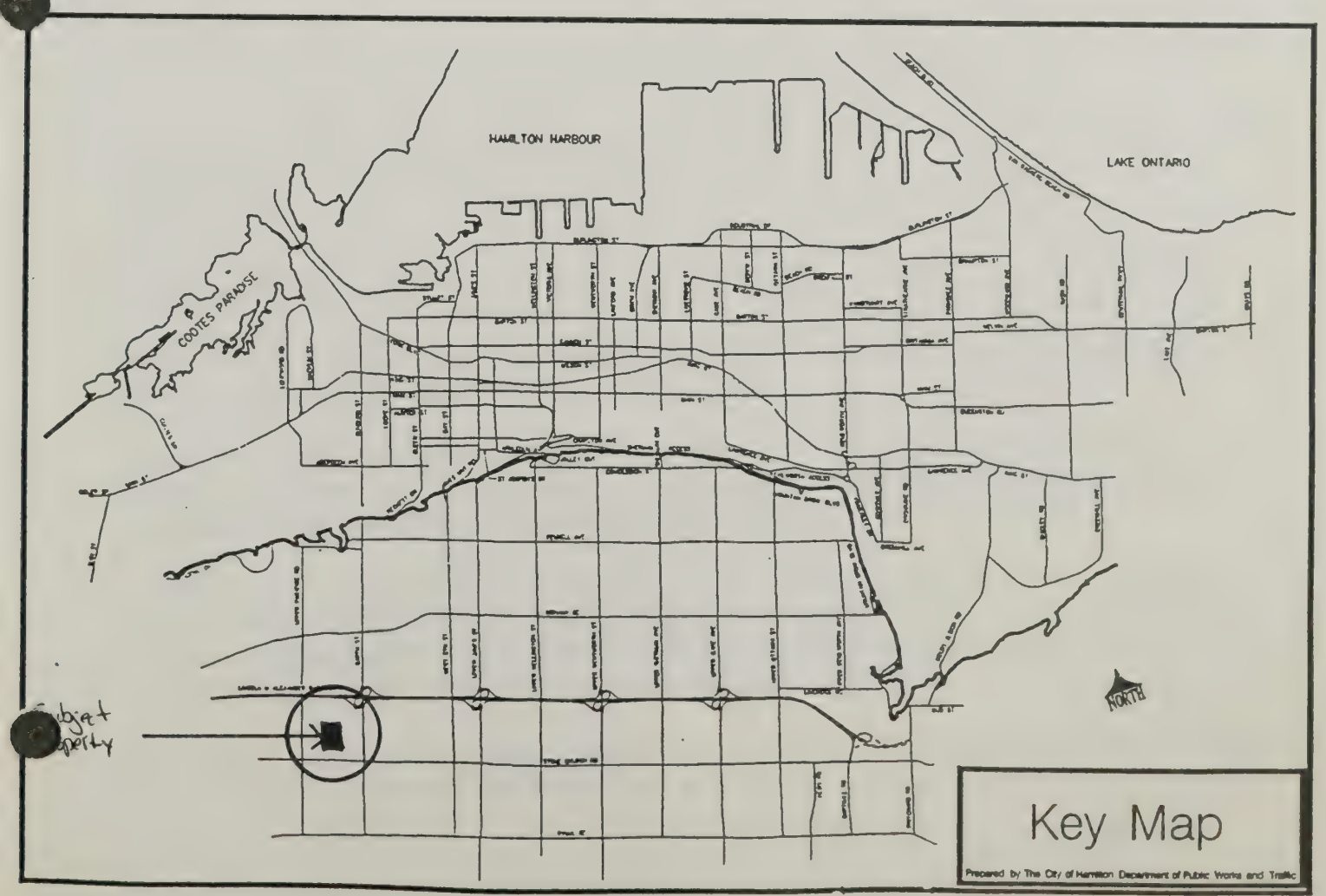
Subsequently, on October 14, 1997 City Council approved Item 1 of the 11th Report of the Transport and Environment Committee authorizing that the Real Estate Division be authorized to proceed with the disposition of the subject lands to the abutting owners.

Therefore, in order that the subject lands can be disposed of to the abutting owners, we respectfully recommend that the lands be declared surplus to the requirements of the City in accordance with Real Property Sales Procedural By-law No. 95-049.

RWW/nw

c.c. Alderman F. D'Amico, Alderman, Ward 8
Alderman D. O'Sullivan, Alderman, Ward 8
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis
V. J. Abraham, Director, Planning and Development Department
K. M. Lau, Manager of Surveys, Roads Division


GARDINE
CRANBROOK DRIVE
GREYFRIA
GRAYSTONE
DE/S-228
GALT ST
STREET
GARTH
GLENVALE DRIVE
DE/S-231
STONE CHURCH ROAD WES
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
Subject Property
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

C(b)

- RECOMMENDATION -

DATE: 1999 June 1

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Declaration of Surplus Property – 25 Hunt Street, Hamilton (CS99006)

RECOMMENDATION:

(a) That a vacant parcel of land known as 25 Hunt Street, Hamilton be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That Real Estate, Legal Services Section be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that the "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

The subject property is a small property having a frontage of approximately 16.33 feet and a total area of approximately 1,503 square feet.

This property has been circulated to all City and Regional departments and there has been no declared municipal interest. The subject property was declared surplus on August 20, 1979 by the Board of Control along with approval to sell the subject property to the abutting owner. Subsequently, the Real Estate Division contacted the owner of the abutting property at 23 Hunt Street in late August 1979 in order to ascertain if she was interested in the purchase of this parcel. The adjacent owner declined the offer at that time as she was elderly and did not wish to take on the maintenance the property would require if added to her existing lot. Consequently, as approximately 20 years having passed since then, we are requesting this property be declared surplus in order to conform with By-law 95-049.

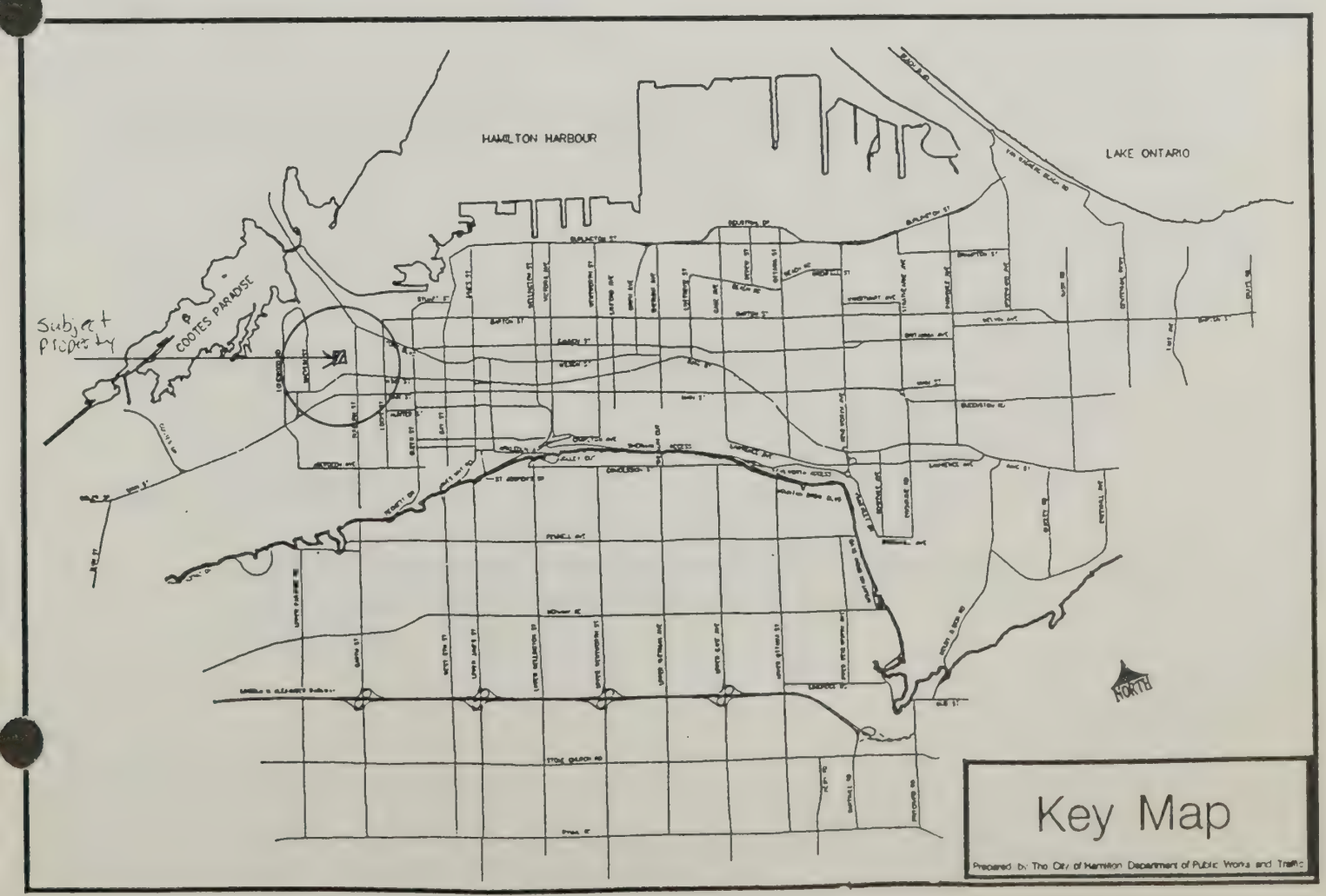
DISCUSSION

Real Estate has recently received an inquiry from the new owners of the abutting property at 23 Hunt Street regarding purchasing the subject parcel from the City. Therefore, we recommend that this now be put forward as a surplus property.

RWW/nw

c.c. Alderman M. Kiss, Alderman, Ward 1
Alderman M. Caplan, Alderman, Ward 1
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis
K. M. Lau, Manager of Surveys, Roads Division


ERNEST ST
FLORENCE ST
SUNSET AVENUE
BAKER STREET
LAMOREAUX STREET
HUNT STREET
BREADALBANE
DUNDURN
HEAD ST
STRATHCONA AVENUE NORTH
ROAD
CR
TOPE
KING
STREET
ST W
PaRCIL WebMap Prototype
25 Hunt
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
Subject property
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

D.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 21st, 1999

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
March/April 1999	Ontario Good Roads Association	Brochure	May 19th, 1999
April 28th, 1999	Canadian Union of Public Employees	Pesticide Resolution	May 19th, 1999
May 5th, 1999	General Manager of Finance	1999 Winter Control Forecast	May 19th, 1999
June 4th, 1999	Secretary, Community Services and Public Health Committee	Municipal Children's Strategy	June 9th, 1999
June 3rd, 1999	General Manager, Transportation Operations and Environment	Road Closure Financing	June 14th, 1999

Carolyn Biggs, Acting Secretary
Transport and Environment Committee
June 21st, 1999

CAY ON HBL A05
C5176
1999

URBAN MUNICIPAL

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

SEP 28 1999

GOVERNMENT DOCUMENTS

Monday, October 4th, 1999
9:30 o'clock a.m.
Council Chambers, City Hall

Carolyn Biggs

Carolyn Biggs, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 a.m.)

   Request from Mel Smith, District Operations Manager, Canadian Waste Services Inc., to address the Committee respecting Application for Amendment to Certificate of Approval #A100130 – Waste Transfer and Materials Recycling at 245 Lottridge Street, Hamilton
   (Note: See Item 5(a) – Other Business)

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

   (i) Review of Policy on Local Improvements (PWT99043)

   (ii) Master Drainage Plan Hamilton Beach (PWT99046)

   (iii) Brownfields '99 Conference (PWT99049)

   (b) **TRAFFIC DIVISION**

   (i) Parking Enforcement Levels (PWT99042)

   (ii) Mohawk Road East and Lawfield Drive – School Crossing Guard (PWT99045)

4. **GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT**

(a) Plaza Integrated Environments Ltd., 3 Hillyard Street, Hamilton –Application for a Provisional Certificate of Approval No. A650225 for a Waste Disposal Site – Processing (PDC99099)

(b) Modified Subdivision Agreement for 1504-1512 Upper Gage Avenue for the Disposal of City-Owned Lands – Part 5, Plan 62R-9436 (PDC99101)

5. **OTHER BUSINESS**

(a) Correspondence from the Ministry of the Environment dated September 15, 1999 respecting Canadian Waste Services Inc. Application to amend Certificate of Approval No. A100130

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
2.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2, 1998	Ward Aldermen to meet with the area residents	Report Back
3.	Intersection of Locke Street North and Florence Street	March 2, 1998	Alderman M. Kiss	Tabled
4.	Closure of Mead Avenue	April 6, 1998		Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
5.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21, 1998	Commissioner of Public Works and Traffic	Report Back
6.	Munn Street and East 33rd Street – Intersection Control	January 18, 1999		Tabled at the request of Alderman T. Jackson
7.	Snow Clearing Charges - Commercial Properties (Council Correspondence)	March 9, 1999	Commissioner of Public Works and Traffic	Report back
8.	Proposed Roadway Alteration Delawana Drive	April 19, 1999	Commissioner of Public Works and Traffic	Report back
9.	Process for Highway Closures	April 19, 1999	Commissioner of Public Works and Traffic	Report back
10.	Truck Traffic	April 19, 1999	Commissioner of Public Works and Traffic	Report back
11.	Amcan Castings Limited 10 Hillyard Street – Parking Regulations	April 19, 1999		Tabled at the request of Alderman B. Morelli
12.	Hamilton Bio-Conversion Inc. – Application to Amend Certificate of Approval	June 21, 1999		Tabled following presentation by applicant's agent
13.	Pesticide Use	June 21, 1999	Commissioner of Public Works and Traffic	Report back

Carolyn Biggs, Acting Secretary
October 4, 1999

CANADIAN WASTE SERVICES INC.

P.O. Box 5070, LCD 1
505 Kenora Avenue North
Hamilton, Ontario
Canada L8L 8H7
(905) 573-6183
800-461-4294
(905) 561-5958 (Fax)

OFFICE OF THE MUNICIPAL CLERK
SEP 17 1999
DATE Sept
DATE
DATE
DATE

September 13, 1999

Mr. Joe Schatz
City Clerk
Corporation of the City of Hamilton
Hamilton City Hall
71 Main Street West
Hamilton, Ontario L8N 3T4

Dear Mr. Schatz:

Re: Canadian Waste Services Inc. Application for Amendment
To Certificate of Approval #A100130 – Waste Transfer and
Materials Recycling at 245 Lottridge Street
- Request to address the City's Transport & Environment
Committee at the October 4th Meeting

In June 1998, Canadian Waste Services Inc. (CWS), appeared before the City's Transport and Environment Committee (T&E). A number of concerns were raised at that time. During the past year CWS has undertaken a number of initiatives to address the concerns raised by the committee and Hamilton City Council.

On June 21, 1999, a delegation from CWS appeared before the T&E. We were advised the committee would deal with this matter at a meeting in July and our attendance was not required. We have since been advised that this matter has still not been dealt with by the committee. We are at a loss in trying to determine if there are any outstanding concerns with our application pending approval by the MOEE.

The amendment requested is critical to the success of our operations. We believe the request is reasonable. The mitigative measures already instituted, and our conscientious community relations program, have provided more than sufficient assurance that concerns are being addressed.

If however there are other measures that we can reasonably institute, please advise us so that we may be in a position to respond. If there are no outstanding areas of concern, we would appreciate the City Council advising the MOEE.

We look forward to meeting with the committee. Please advise me of the place and time when we may appear.

Yours truly,

CANADIAN WASTE SERVICES INC.

Mel Smith
District Operations Manager

cc: Mayor Robert M. Morrow
Chad Collins, Chair, Transport & Environment Committee
Bernie Morelli, Ward 3 Alderman
Dennis Haining, Ward 3 Alderman
Doug Lychak, City Manager
Carolyn Biggs, Secretary, Transport & Environment Committee
John Percy, District Manager, Hamilton District Office, MOEE
Anne Dykes, Approvals Officer Hamilton District Office, MOEE

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1999 September 16
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Review of Policy on Local Improvements (PWT99043)**

RECOMMENDATION:

a) That the current policy pertaining to local improvements be revised to exclude roadways as candidates for construction under The Local Improvement Act.

b) That a program to reconstruct the surface-treated roads be implemented in 2000 utilizing local improvement funding in the 2000 Capital Budget.

c) That the City's Local Improvement By-Law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to reconstruct all the surface treated roads with asphalt and a proper granular base is $18,250,000. The 1999 Capital Budget has a provision of $250,000 for City's share of locals and $615,000 for Owner's share of locals.

BACKGROUND:

The current policy of the City of Hamilton is that all first-time construction of roads, curbs, sidewalks and alleys is done under the terms of The Local Improvement Act. Under the Act, the abutting owners contribute a portion of the cost based on their frontage or flankage on the work.

Review of Policy on Local Improvements (PWT99043)

The current rates approved by Council on February 9, 1999, are as follows:

Item	Maximum Charge Per Metre of Frontage
1. Curbs only	$ 74.00
2. Sidewalks only	$105.00
3. Sidewalks and independent curbs or combined sidewalks and curbs	$151.00
4. Roadway only	$256.00
5. Alleys	$ 90.00
6. Roadway and curbs (industrial subdivisions only)	$338.00

This policy was established under the City's Local Improvement By-Law which has been in existence, similar to its present form, for at least 85 years. The local improvement rate for roadways in the By-Law is based on the prior year's average construction cost for an 8.5m wide roadway plus an allowance for inflation. The actual charge to the property owner would be the local improvement rate or the actual cost, whichever is less. Once the roadway is constructed any reconstruction required would be paid for by all taxpayers at large.

There has not been a sufficiently signed petition to pave a roadway since 1981. Most owners are reluctant to agree to pay for a finished roadway due to the costs involved. Complaints regarding surface-treated roadways are received regularly by this Department. They include concerns regarding potholes, steep side slopes, loose stones and bleeding tar during periods of hot weather. The Department has not utilized surface treatment of roadways since a fatality occurred on the crew in 1997.

Candidate streets would be chosen based on condition and traffic volumes.

RPM/rb

c.c. A. Leitch, P. Eng. General Manager, Transportation, Operation & Environment

c.c. A. Ross, General Manager, Finance

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1999 September 17
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Master Drainage Plan Hamilton Beach (PWT99046)**

RECOMMENDATION:

a) That Option 2A (Gravity drainage improvements with larger storm sewers) from the Master Drainage Plan for Hamilton Beach dated July 1999 and prepared by Marshall Macklin Monaghan be selected as the preferred option to alleviate existing chronic flooding of streets in the Hamilton Beach neighbourhood.

b) That the General Manager of Transportation, Operations and Environment be authorized and directed to obtain all the necessary approvals to design and construct the necessary works to implement the preferred option.

c) That the estimated cost for Option 2A - $570,000 be funded from the 2000 Capital Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1999-2008 Capital Budget includes provision for Hamilton Beach Flood Control-Phase 1 of $435,000 in 2000 and 2001. The estimate of cost to implement Option 2A is $570,000.

Master Drainage Plan Hamilton Beach (PWT99046)

BACKGROUND:

The Master Drainage Plan prepared by Marshall Macklin Monaghan Limited in July 1999 developed six options to alleviate the existing chronic flooding of streets in the Hamilton Beach neighbourhood.

The options are as follows:

Option 1 (Continue Current Practices)

Involves removing any wooden or earthen berms at the street ends which may obstruct the flow of water to the QEW ditch.

Option 2 (Gravity Drainage Improvements)

Convey storm water by gravity to a new outlet under the QEW. Provide ditch inlet catch basins at the end of Wickham, Grafton, Comet, Granville, Clare and Arden and collect storm water in a pipe running parallel to the QEW noise berm. Install a new outlet pipe at the end of Granville Avenue to convey storm water across the QEW to the drainage ditch between Eastport Drive and the QEW. The estimate of cost for this option is $520,000.

Option 2A (Gravity Drainage Improvements with Larger Storm Sewers)

Similar to Option 2 but with one size larger pipe diameter. The estimate of cost is $570,000.

Option 3 (Pumping to Existing Sewer)

The storm water would be conveyed to a storm sewer by pumping. Catch basins would be provided at the ends of Windemere, Knapmans, Wickham, Grafton, Comet, Granville, Clare and Arden and storm water would be collected in a pipe parallel to the QEW. The storm water would be pumped from a lift station at the end of Knapmans Drive to an existing sewer running between Eastport and the QEW. This option may include a new pipe under the QEW. The estimate of cost is $1,040,000.

Option 4 (Pumping to Existing Ditch)

This option is similar to Option 3 except that the lift station will be located at the end of Granville Avenue and water will be pumped to the existing ditch. The

option includes a new forcemain under the QEW. The estimate of cost is $1,050,000.

Option 5 (Lower Tailwater by Pumping Existing Ditch)

Water levels in the ditch located between Eastport Drive and the QEW would be lowered by installing a lift station at the downstream end of the ditch (opposite Kirk Road). Once the water level is lowered in the ditch the storm sewer outlets from each of the streets affected by flooding would not be submerged.

All the options were evaluated technically and economically. The following table provides a summary of the technical and economic evaluation of the different options. The net benefit was calculated as the difference between the present value cost of the current pumping and the present value cost of implementing each option.

Summary of Technical and Economic Evaluation

Option #	Description	Protection Level	Present Value Cost	Net Benefit
1	Current Practices	< 2 year	$1,150,000	-
2	Gravity	>10 year	$ 700,000	$450,000
2A	Gravity	<25 year	$ 650,000	$500,000
3	Pump to sewer	< 2 year	$1,840,000	($690,000)
4	Pump to ditch	~25 year	$1,320,000	($170,000)
5	Pump from ditch	2 year	$ 920,000	$230,000

Technically only Options 2, 2A and 4 meet the goal of the study since they provide a level of reduction to the frequency of flooding.

Economically Option 2A would be preferred since it has the greatest benefit/loss ratio. The level of protection provided is approximately 1 in 25 years which is consistent with (or slightly greater than) other municipal drainage works designed using the City of Hamilton's standard drainage criteria. In addition, Option 2 or 2A would not preclude the future addition of a pump lift station if a higher level of service were required. Hence it is recommended that Option 2A be selected for implementation.

RPM/rb

c.c. A. Leitch, P.Eng., General Manager, Transportation, Operations & Environment

c.c. A. Ross, General Manager, Finance

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 22, 1999

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

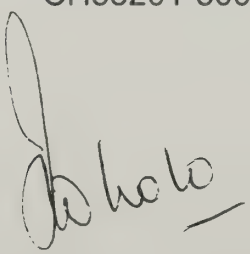
FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Brownfields '99 Conference (PWT99049)**

RECOMMENDATION:

a) That the Chairman of the Transport and Environment Committee, or his designate, be authorized and directed to attend the United States EPA (Environmental Protection Agency) Brownfields 1999 Annual Conference, to be held from December 6 to 8, 1999 in Dallas, Texas;

b) That the costs associated with this conference be charged to Account No. CH55201-300120 (Aldermanic Travel).



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funding to attend this conference are available in Account No. CH55201-300120 (Aldermanic Travel).

BACKGROUND:

Brownfields '99 is recognized as the definitive conference related to the redevelopment of industrial and urban properties. The 1998 conference in Los Angeles attracted in excess of 2,000 delegates, representing all the stakeholders, Federal, State and local government officials, developers, bankers, investors, non-profits and foundations, insureres, environmental consultants, educational leaders, scientists and lawyers.

The theme for the 1999 conference is "Alliances for 21st Century Liveability – Environmental Challenges and Solutions". The four basic themes for the panels include the following:

- assessment and cleanup strategies that serve as foundations for your successful Brownfields reuse;
- financing mechanisms and tools to help fuel your Brownfields redevelopment;
- new and emerging legal and policy issues;
- redevelopment experiences and lessons learned on the road to reuse.

The other interesting feature is that the panel will be divided into three knowledge and experience levels, thereby enabling delegates to select the session that is the most relevant to their municipalities' level of Brownfield redevelopment.

In light of the City of Hamilton's aggressive strategy on Brownfield redevelopmoent, the information and introduction to new concepts at this forum will be very valuable. Of particular interest will be the conference's "Networking Forums" and "Marketplace of Ideas" sessions that should enable the City to gain insight into the successes and failures of other municipalities in addressing the issue of Brownfields.

:cab.

CITY OF HAMILTON

- INFORMATION -

DATE: 1999 September 21
File No. TEC-145-99 / Author: M. Hazell

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Enforcement Levels PWT99042

BACKGROUND:

At its meeting held on Tuesday, September 7th, City Council approved the following recommendation:

> "That a special meeting of the Transport and Environment Committee be called within two weeks' time in order to address the issue of parking control and the parking control by-law, and that the Committee report back to Council on this matter."

This was the result of concern by some members of Council about enforcement of "through street" and other regulations, and the current level of parking enforcement being provided since City Council, in approving the 1999 current budget on 1999 May 18, increased parking enforcement revenue targets by $370,000 to $3.7 million annually.

The following information will hopefully assist Committee members in deciding on an appropriate level of parking enforcement for the City of Hamilton:

1. Purpose of Parking Enforcement

   Compliance with parking regulations is something which is not received voluntarily. The purpose of parking enforcement is to deter motorists from parking illegally for safety reasons, to allow street maintenance operations to be conducted efficiently, and to ensure that the various regulations are effective for the abutting land uses (ie. parking meters are intended to eliminate long-term parking and to create a parking turnover in accordance with the needs of the abutting businesses). Thus, parking enforcement is a tool to support the transportation network, operations and community needs rather than to generate revenues.

Although revenues are one way of comparing enforcement levels, there are other methods to compare service levels such as complaints about ineffective regulations due to illegally parked vehicles, complaints about too much enforcement, ineffective regulations, tags issued per capita, etc.

A review, 2 or 3 years ago, revealed that Hamilton had one of the lowest rates of tags issued per capita for major Ontario cities. However, the public perception toward enforcement has never been favourable. In recent years, through our First Attendance Facility, staff has developed a program to educate motorists who receive parking tags on the rationale for the various regulations in order to discourage further violations.

While complaints about parking tags are regularly received, Departmental statistics show that the number of complaints in recent months has not increased incrementally with the number of tags issued, and it is staff's opinion that the general public are becoming accustomed to the disciplined approach to enforcement.

The following table provides information with respect to ticket issuance and annual revenues in recent years:

Year	Annual Revenues	Number of Tags Issued
1990	$3,026,178	184,097
1991	$2,587,651	195,673
1992	$3,250,300	176,667
1993	$3,385,790	167,691 *
1994	$3,202,027	159,318
1995	$3,559,770	173,575
1996	$3,351,990	161,050
1997	$3,359,850	153,798
1998	$3,158,180	141,807
1999	$3,712,440 (prorated 1999 April 01 target is $3,619,940)	90,000 (Aug 31/99)

* unionized staff laid-off during 1st three Fridays of May, June, Sept. and Oct.

2. Actions Taken to Achieve New Revenue Targets

The following actions were taken, as a result of the City Council directive to increase revenues, to provide a more regimented and disciplined approach to parking enforcement:

1. For many years, the municipal car park by-law has prohibited parking overnight, but this regulation has rarely, if ever, been enforced. The reasons for the by-law could be revisited and if the residents wish to legally park in these areas it may be feasible to issue residential parking permits to allow overnight parking and accrue additional revenues through permits, but presently, the by-law is in place and is now being enforced.

2. For most of 1998, we operated with two Parking Control Officer vacancies, and were close to meeting our revenue targets. Therefore, these positions were eliminated from the 1999 budget. However, in order to reach the new targets, approval was given to hiring three contracted Corps of Commissionaire positions.

3. For many years, it was our practice to "give the motorist the benefit of the doubt" in many circumstances, and where a motorist had not previously received a parking infraction notice, we would regularly give them a "one time courtesy", withdraw their tag, and educate them on what they did wrong. However, this practice has been virtually eliminated, and "first time offenders" are now required to pay the tags in most cases.

4. After comparing our practices with various other municipalities in Ontario, we have found that our grounds for withdrawals of parking tags were very lenient, and stricter rules for withdrawals are now being applied.

5. For many years, we have had a practice of giving courtesies to out-of-town motorists who received parking tags whether there was any genuine reason for a withdrawal or not. The practice originally started out many years ago only for unsigned regulations which might be unique to this City and not readily understood by out-of-town motorists. This practice expanded unofficially over the years such that virtually every out-of-town motorist had their tag withdrawn if they appealed to our First Attendance Facility. This practice has been discontinued and each case is now judged on its own merit.

6. A vacant Towing Officer position was eliminated and approval was given to hiring an Information Clerk to handle the phone/reception duties and to discontinue the practice of taking a productive Parking Control Officer off of the street to handle this function. The result is one more officer on the street writing parking tags.

7. The use of "quotas" is contrary to standard industry practice, but our officers are expected to find and enforce as many violations as they can during the working day, or in other words, to do a full day's work everyday. Our only check on productivity is to determine whether or not they are all in a reasonable range in terms of the number of tags issued each month. The productivity of all of our officers is being monitored daily and we are certainly trying to have our staff work as hard as they can, or in other words write as many parking tags as they can, without filling the three vacant contracted positions.

8. Our officers have never worked overnight on Fridays or Saturdays and there are many violations and requests for enforcement which the Regional Police simply could not respond to. Therefore, effective 1999 July 1st our officers are now working overnight seven days a week.

In summary, the increased parking enforcement revenues approved by the City Council are being achieved through a more disciplined and regimented approach to parking enforcement, as is done in most other Ontario municipalities. Rather than lowering the level of enforcement per se, it is suggested that the various regulations of concern (ie. overnight parking prohibition on through streets) should be addressed and rationalized, and then followed up with appropriate enforcement action. However, any major changes to such long-standing regulations as no parking overnight on "through streets" will have significant negative effects on street maintenance operations and the associated costs of conducting these operations, as well as enforcement revenues.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 16
File No. TEC-147-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Mohawk Road East and Lawfield Drive – School Crossing Guard (PWT99045)

RECOMMENDATION:

That the School Crossing Guard at the intersection of Mohawk Road East and Lawfield Drive be removed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be annual savings of approximately $6000 plus administrative costs associated with this removal. This location does not currently have a permanent employee assigned to the location and is attended by a Spare School Crossing Guard, thus no permanent staff will be affected.

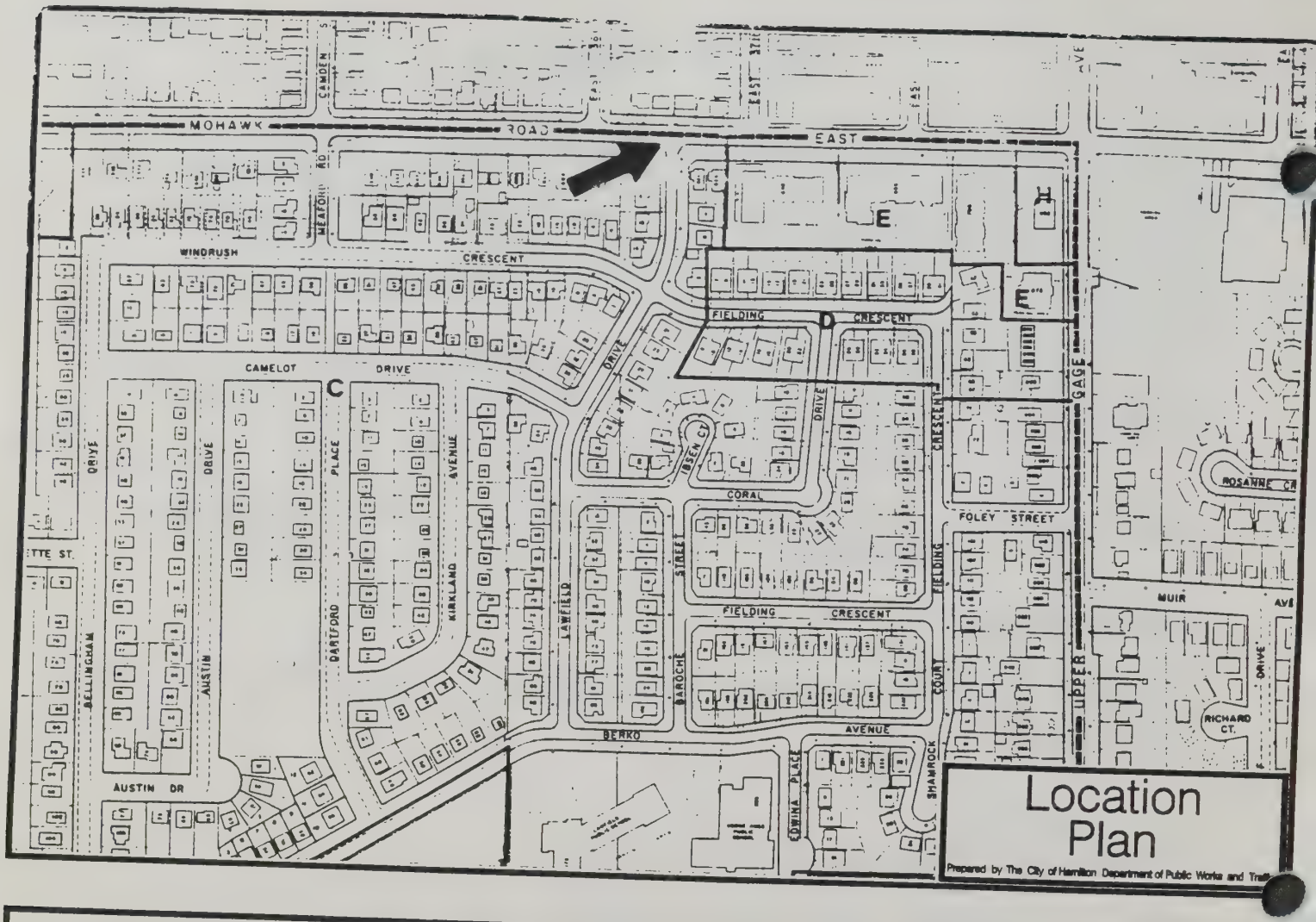
BACKGROUND:

Studies have confirmed that there is only one child crossing Mohawk Road with the guard at this location on a regular basis.

The Hamilton-Wentworth District School Board has advised that Mohawk Road is the boundary line between their schools. The child who is crossing at this location is doing so voluntarily in order to attend Lawfield Middle School. Staff have been previously advised that, when students obtain permission to attend schools outside their catchment area, the Board's position is that parents must take full responsibility for the transportation and safety of the student.

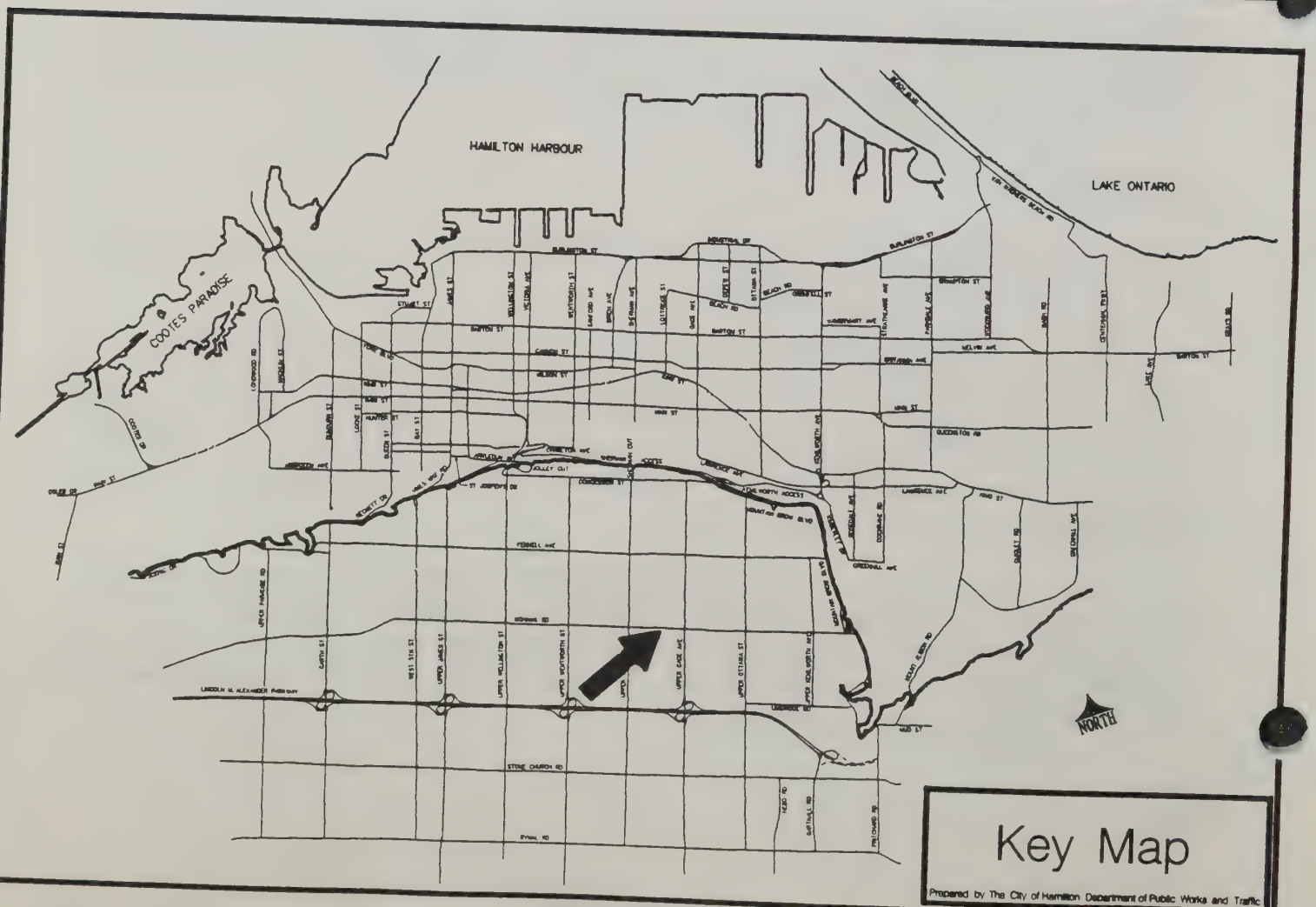
Staff have spoken to the parents of this student and they are not opposed to the removal of the School Crossing Guard at Mohawk and Lawfield. Their child is in Grade 7 and they are confident that she can cross Mohawk safely and on her own. Therefore, staff recommends that the School Crossing Guard be removed from the intersection of Mohawk Road East and Lawfield Drive.

ta/str
Att.



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 19
MOECOA – 99-01

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: Plaza Integrated Environments Ltd., 3 Hillyard Street,
Application for a Provisional Certificate of Approval No. A650225
For a Waste Disposal Site - Processing (PDC99099)

RECOMMENDATIONS:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the issuance of Certificate of Approval No. A650225 for Plaza Integrated Environments Ltd. at 3 Hillyard Street provided the following is undertaken:

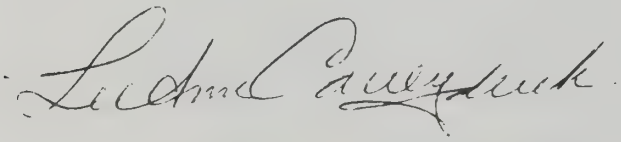
(i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment; and,

(ii) that Certificate of Approval No. A650225 contains the following conditions in regard to the operation of the facility:

(1) "Front-end loaders will only be permitted to operate at the site between 0730 and 2100 hours";
(2) "All vehicle doors for the main building structure shall remain closed after 2100 hours";
(3) "All unprocessed and processed waste material shall be stored indoors and/or under a roof covering extending from the main building structure in covered, portable lugger boxes";
(4) "All bulking of waste materials shall occur inside the main building structure"; and,
(5) "All loading and unloading of waste material shall occur inside the main building structure".

(b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

(c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed Certificate of Approval No. A650225 to the Municipal Clerk, City of Hamilton.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Certificate of Approval applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval?
A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal
Plaza Integrated Environments Ltd. at 3 Hillyard Street (see Appendix "A") currently screens "steel shot" which is manufactured spherical steel product similar to ball bearings that is used as an abrasive to clean iron, steel and metal castings in the foundry industry. The steel shot is cleaned of sand and small metal filings and then re-used by the foundry industry as an abrasive.

Approximately 500-600 tonnes of steel shot are cleaned and processed at 3 Hillyard Street on a monthly basis. A maximum of four trucks ship used steel shot to the facility each day. A Certificate of Approval is not required from the Ministry of the Environment for this activity as the steel shot is not considered as a "waste" under the Environmental Protection Act.

The two new activities proposed on site that require a Certificate of Approval from the Ministry of the Environment are as follows:

1) Metal Borings/Filings Recovery - When various metal products are cut or bored, iron borings/metal filings are generated. These metal filings are slightly coated with an oil-based cutting fluid (3-4% of the total weight). A "chip wringer" will be used to separate the cutting fluid from the metal filings and the "clean" metal filings will be recycled. The recovered cutting fluid will be kept on-site for a period of one week and then shipped out via a licensed waste hauler for disposal at a private facility.

   The applicant is proposing to process 320 tonnes per month (13 tonnes per day) of metal borings/filings which will generate approximately 2,600 litres of cutting fluid.

2) Foundry Sand Screening – Foundry sand is used in the production of steel and after initial use contains assorted remnant metal items that can be recovered. The metal items and foundry sand will be separated by the use of a magnetic conveyor and screener. The foundry sand is returned to the steel manufactures and the recovered metal is recycled.

   The applicant is proposing to process 2,917 tonnes per month (122 tonnes per day) of foundry sand. Further, a maximum 150 tonnes of unprocessed foundry sand will be within the building at any one time.

In total, the applicant is seeking approval for the processing of non-hazardous solid waste up to 160 tonnes per day. The total amount of waste and processed materials stored at the site will not exceed 320 tonnes at any one time. A maximum 12 trucks per day are expected in and out of the site. The operating hours of the facility are proposed from 7:30 a.m. to 1:00 a.m., Monday to Saturday. An 8,000 cubic feet per minute (cfm) cyclone baghouse will be installed to mitigate dust emissions.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application for the proposed Certificate of Approval was circulated to other Departments. The comments received are as follows:

Public Works and Traffic, Transportation, Operations & Engineering Division
"Traffic Planning Section
A maximum of 12 trucks per day is expected in and out of this site. In consultation with the local residents and meetings with the North Central Community Council and the Parents Council, the preferred truck traffic routes are as follows:

Inbound - Burlington to Birch, south on Birch to Brant, west on Brant to Hillyard, south on Hillyard to the site.

Outbound - Hillyard north to Brant, east on Brant to Sherman, north on Sherman to Burlington.

Based on the above comments and the minimum number of trucks being generated by this proposal, the traffic impact is minimal.

Noise Control Section
The loading/unloading of trucks should be performed within the interior of the recycling plant to reduce the amount of noise created by this procedure. Also, all loading and unloading activities be confined to the prescribed operating hours outlined in the application."

Building Department, Community Planning & Development Division

1. "The site is located in a "K" District.
2. The proposed use of recycling, processing, storage and transfer of scrap metals and sand is permitted within this District."

Fire Prevention Division, Fire Department

"This Department has reviewed the application for Certificate of Approval No. A650225 for the above noted property and has the following comments:

A site inspection was conducted on August 12, 1999 and two fire code violations were found at that time. The applicant Monte Levy, corrected these deficiencies within a short time frame and a reinspection conducted on August 19, 1999 found the building satisfactory."

For the information of the Committee, the fire code violations noted above were considered "minor" by the respective Fire Department inspector. The violations pertained to the installation of an "exit sign" in the office and the requirement that all office doors be closed.

An additional inspection was conducted on September 9, 1999. The comments are as follows:

"Please be advised that I conducted an inspection for a Salvage Yard license application on September 9, 1999. At the time of inspection, I found the property to be in compliance with the Ontario Fire Code. For your information, Mr. Levy indicated that he is applying for a salvage yard license as a precautionary measure as one of his clients may wish to have Plaza Integrated Environments Ltd. buy/sell the product that is to be processed, rather than just process and return it. This license application will not change Mr. Levy's Certificate of Approval application in terms of the Ontario Fire Code compliance."

Community Planning Department, Community Planning & Development Division

"The proposed facility at 3 Hillyard Street is situated in the Industrial Sector "B" Neighbourhood. The site is designated as *Industrial*.

Policy A.2.3.1 of the Hamilton Official Plan states: "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.35 In areas where it is recognized that an existing mix of Residential and INDUSTRIAL USES may be tolerated, Council will permit:

i) Only those INDUSTRIAL extensions or enlargements that do not generate adverse environmental impacts or traffic congestion;

The proposed waste management activities are consistent with the permitted uses within the *Industrial* designation and the additional Official Plan guidance provided by Policies A.2.3.23 and A.2.3.35.

The proposed waste processing facility is approximately 100 metres south of the Keith Neighbourhood which is characterized by a mixture residential, school and industrial land uses. All adjacent properties to 3 Hillyard Street are industrial in character. Truck traffic inbound and outbound from the facility is being directed away from the residential and school area. Accordingly, from a Neighbourhood Planning perspective, the proposal is satisfactory."

Land Development Department, Community Planning & Development Division
"The Land Development Department has reviewed this application to allow a recycling operation which would process non-hazardous solid waste to a maximum of 160 tonnes per day and storage of up to 320 tonnes at any time. These non-hazardous wastes will include scrap metal filings and foundry sand. The 0.5 acre site is located in a heavy industrial area and separated from residential uses in the area.

The proposal will not conflict with the intent of the Regional Official Plan."

Environmental Health Branch, Social & Public Health Services Division
"The owner of the site at 3 Hillyard Avenue in the north end have made an application for a Certificate of Approval to operate a waste recycling facility (processing and transfer). The site is in a heavily industrialized area near to Slater Steel, Niagara Paints, AMCAN Casting, etc. The nearest residence is approximately 115 metres to the north.

The owner plans to take refuse from metal industries, recover waste metal and sand for recycling and dispose of the small amount of oily-watery waste according to proper guidelines. The dumping of raw materials and all the processing will take place indoors employing technology used for a similar process at another site in the Province.

The applicant has apparently applied for a separate Certificate of Approval for an air handling system to remove dust fines from the process to avoid having them escape the premises.

Since the process handles relatively non-toxic materials (scrap metal and cutting oils), handles them indoors with no air emissions (no volatiles and a baghouse to collect sand fines), and uses no flammable materials, it is unlikely that the operation will pose any measurable risk to the nearby residents. No materials will be dumped into municipal sewage and there should be no ground contamination to consider surface runoff a problem.

The Material Safety Data sheets for the content of the cutting oils have been examined and contain triethanolamine, diethanolamine, glycerol and borax. These are not very volatile, will be found in relatively small quantities (a 5% solution of the oil in water), and therefore should not pose any appreciable risk to residents.

Based on the foregoing, this Division has no objection to the above-noted proposal."

Regulatory Environmental Management, Transportation, Operations & Environment Division

"A staff review of the above-noted Certificate of Approval has revealed two areas of concern:

1) The Emergency Response Plan B12, page 10 fails to include notification of the City of Hamilton/Region of Hamilton Wentworth's spills line 545-1300. Notification of a spill is a requirement of the Regional Sewer Use By-Law R89-049;

2) The potential exists for contaminated storm water to enter storm sewer catchment areas. A storm catchment area is located in the yard north-east of the existing building and another catchment area is located at the entrance to the property. The current gravel yard slopes toward the entrance. During periods of precipitation, oily water from the material being recycled may enter these storm catchment areas while they are stored or being transported in the lugger boxes. The owner of the company informed Regional staff that these lugger boxes are not waterproof."

Providing the above concerns are addressed, the proposal put forth by Plaza Integrated Environments Ltd., is acceptable from a sewer use standpoint, with the provision that wastewater discharged from the operation complies with Sewer Use By-law R89-049."

For the information of the Committee, the applicant has indicated that in response to the comments noted above the proposed waste management operations will not generate any wastewater discharge. Further, the applicant indicated there is no risk of oily waste water entering the storm catchment areas as all processing of waste materials will be undertaken indoors and all storage of waste materials will be indoors and through covered lugger boxes as the waste material and lugger boxes have to remain in dry condition and cannot be exposed to the weather elements.

Solid Waste Management, Transportation, Operations & Environment Division

"After visiting Plaza Integrated Environments Ltd., I would like to add the following comments for your report. A Certificate of Approval for a Waste Processing Facility should not be issued to the proponent unless the following conditions are incorporated into the Certificate:

a) An on-site weigh scale be incorporated into the operation before any Certificate of Approval related wastes are processed;
b) In the circumstance that waste is stored outside the proposed building on the property, it must be contained in a covered portable container (e.g. lugger box);
c) No bulking of waste shall be allowed outside of the proposed building;
d) All loading or unloading (tipping and dumping) of material shall take place inside the processing building and the vehicle doors shall remain closed except when vehicles are entering or exiting the proposed building;
e) Procedures be prepared to control potential fugitive odour and air emissions;
f) A plan to control noise and vermin."

For the information of the Committee, in regard to comment a) noted on the previous page, an on-site weigh scale will be incorporated onto the site. In regard to comment e), the proponent will be installing an 8,000 cfm baghouse to collect fine sands, which is consistent with sand screening equipment manufacturer recommendation. In regard to comment f), there are no putrescible waste materials to be processed or stored on site and the potential for vermin to be attracted to the proposed waste materials is negligible.

RECEIPT OF PUBLIC COMMENTS:

Open House/June 30, 1999

An Open House was held at the Plaza Integrated Environments Ltd. facility on June 30, 1999 from 10:00 a.m. to 9:00 p.m. This Open House was advertised in the Hamilton Spectator and by a hand-delivered open house notification letter to 400 adjacent residences and businesses. Staff from the Community Planning Department were in attendance at the Open House. Two local residents attended the Open House to tour the facility. The only concern identified was the route of trucks to and from the facility.

The applicant and their consultant met with representatives of the North Central Community Council on June 3, 1999 and the School Council of the Robert Land School on June 11, 1999. The key concerns from both meetings pertained to the volume and routing of truck traffic from the facility.

Community Planning Department staff contacted two residents of Munroe Street who had expressed concerns about the current and proposed operations at the facility. Both residents indicated that after 11:00 p.m. the front end loader that operates at the facility makes excessive noise by dropping its bucket and scraping the floor both inside and outside the facility. The residents indicated they have no other concerns with the current or proposed operations at 3 Hillyard Street.

COMMENTS:

The proposed Certificate of Approval to allow the processing of metal borings/filings and foundry sand at 3 Hillyard Street has been extensively scrutinized by municipal staff and also by the residents and respective school associations of the Keith Neighbourhood. A number of minor concerns have been identified and the applicant and their consultant have been very pro-active in listening and responding to these concerns.

Fire Department staff have inspected the site on three separate occasions and no significant violations or concerns were identified. Further, Community Planning Department have liased with Fire Department staff on the potential for the material to spontaneous combust and it was indicated that this potential is "slim to none".

The minor concerns identified by municipal staff and the local residents can be addressed through including various "conditions" within the Certificate of Approval that dictate how the facility is to operate. Community Planning Department staff have discussed these conditions with the applicant and their consultant and they have indicated they will not oppose the inclusion of these conditions at the Provincial level.

The inclusion of the following clauses within the Certificate of Approval would respond to the concerns identified by staff and the local residents:

- Front-end loaders will only be permitted to operate at the site between 0730 and 2100 hours;
- All vehicle doors for the main building structure shall remain closed after 2100 hours;
- All unprocessed and processed waste material will be stored indoors and/or under a roof covering extending from the main building structure in covered, portable lugger boxes;
- All bulking of waste materials shall occur inside the main building structure; and,
- All loading and unloading of waste material shall occur inside the main building structure.

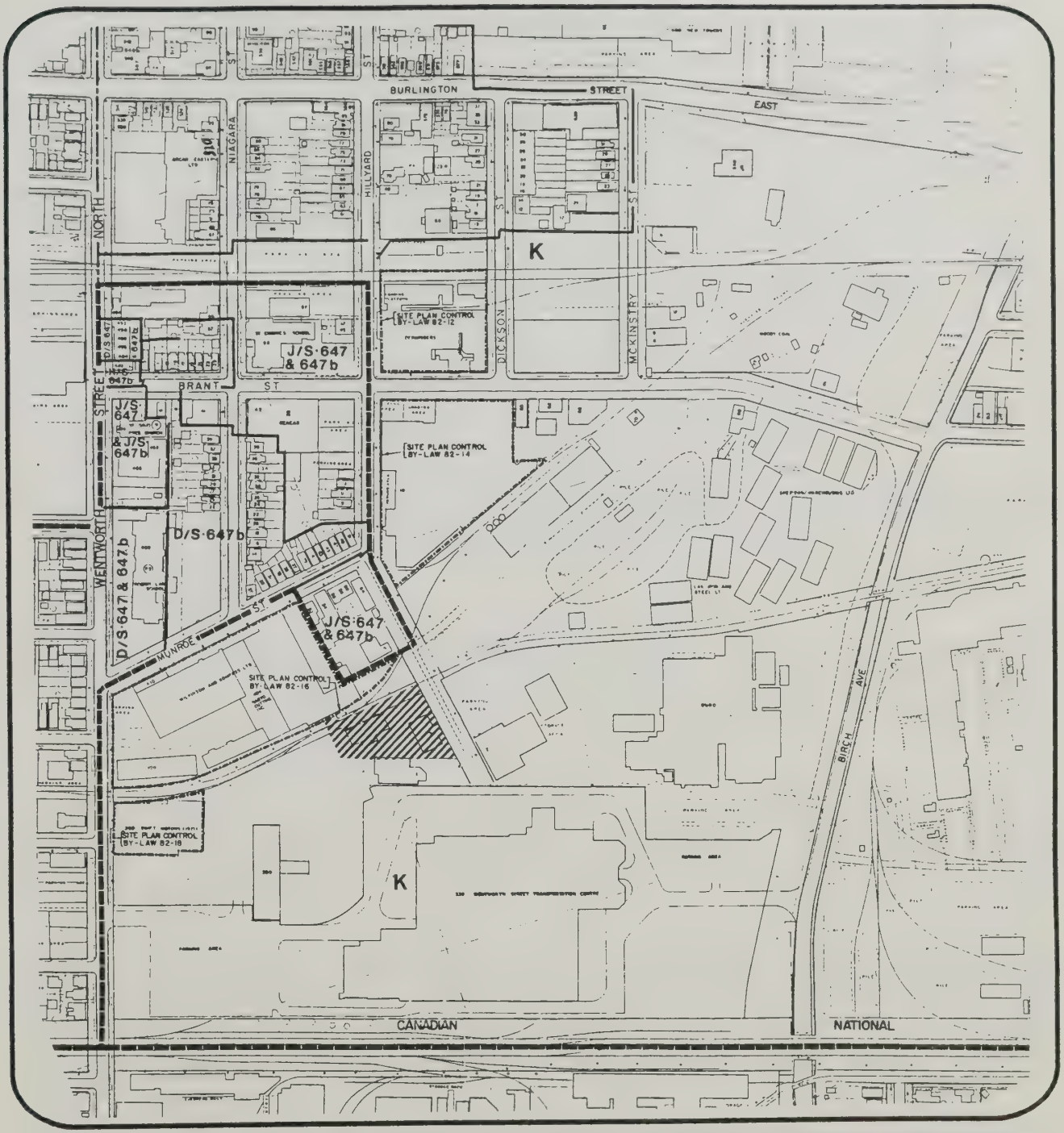
Provided these conditions are included in the Certificate of Approval, the City of Hamilton would not object to Plaza Integrated Environment's Ltd. proposal to process metal shavings/borings and foundry sand at 3 Hillyard Street.

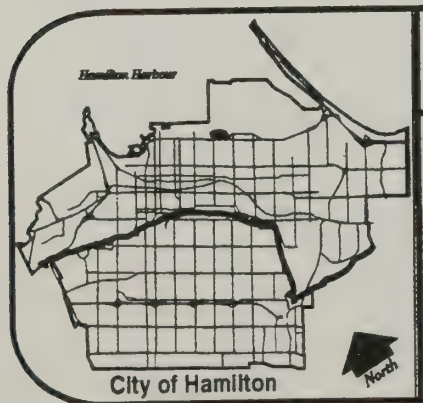
CONCLUSION:

Plaza Integrated Environments Ltd. is proposing two new waste management activities at 3 Hillyard Street that require a Certificate of Approval from the Ministry of the Environment. These two new activities involve the cleaning of metal shavings/borings and screening foundry sand. Municipal staff and the local residents of the Keith Neighbourhood have reviewed the application.

Staff and residents have identified a number of minor concerns with the operational aspects of the proposed facility. These operational aspects can be addressed within the Certificate of Approval. Accordingly, it is recommended that City of Hamilton advise the Ministry of the Environment that provided these operational aspects are included as conditions within the Certificate of Approval, the City of Hamilton would not object to Plaza Integrated Environments Ltd. obtaining Certificate of Approval No. A650225.

KE/ke





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

3 Hillyard Street

Reference file: MOECOA-99-01
Scale: Not to Scale
Date: SEPT., 1999
Technician: FAB
APPENDIX A

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 27, 1999
E220-0501 P. Strong

REPORT TO: Ms. C. Biggs, Legislative Assistant
Transport and Environment Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development Division

SUBJECT: **Modified Subdivision Agreement for 1504-1512 Upper Gage Avenue for the Disposal of City Owned Lands, Part 5, 62R-9436 (PDC99101)**

RECOMMENDATION:

a) That the City of Hamilton enter into a Modified Subdivision Agreement for the provision of the deferment of the recoveries of outstanding City servicing costs to the issuance of the building permits on a lot-by-lot basis for the eight (8) lots to be created on the south side of Royal Vista Drive, west of Upper Gage Avenue.

b) That the cost to be recovered on a lot-by-lot basis be at the September 24, 1996 rate provided the building permit is issued prior to September 24, 2001. After September 24, 2001, the rate change will be the then current flat rate fee in effect at the time of the actual recovery.

c) That the City agrees to share in the replacement cost of the sidewalk on the south side of Royal Vista Drive in the amount of $27.14 per metre to a maximum length of 83.5 metres and that the City's share of services in the maximum amount of $2,266.19 be approved and that the source of funding be from the City's share of services Through Unsubdivided Lands – Account Centre No. CH 00203.

d) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement with the owners of 1504-1512 Upper Gage Avenue, Hamilton as well as any other related documents for this development subject to the approval of Corporate Counsel.

Lee Ann Coveyduck
General Manager
Community Planning and Development Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1999 projects related to subdivision expenditures, including this recommendation, is $374,401.16. The 1999 Capital Budget includes a provision of a total of $900,000 from the City's share of services Through Unsubdivided Lands – Account Centre No. CH 00203.

BACKGROUND:

In 1975 the City of Hamilton purchased a 120' x 283' parcel of land from L. Stephen in trust for $60,000 to provide for the future mid-block collector road (Royal Vista Drive) in the Eleanor Neighbourhood. The road requirement was 86 feet in width leaving a remnant parcel of land 34' in width of surplus lands in City ownership on the south side of Royal Vista Drive, west of Upper Gage Avenue.

At its meeting of September 24, 1996, City Council approved Item 12 of the 20th Report of the Transport and Environment Committee for the disposal of surplus City lands along the south side of Royal Vista Drive west of Upper Gage Avenue.

Under Item 20 the City agreed to dispose of a surplus strip of land, known as Part 5, 62R-9436, subject to certain conditions. A copy of the original Council decision is attached to Report PDC99101 for reference.

Without the development of this property, the City will be required to maintain vacant lands for an indefinite period of time.

It would be in the general interest of the City to allow the development to proceed in order for the City to recover the outstanding servicing costs that have been previously paid for by the City. The City would also generated additional revenue from an expanded tax base through development.

With the development of single family residential lots fronting onto Royal Vista Drive, as opposed to commercial site development, it is reasonable for the City to cost share for a portion of the expense of rebuilding the existing sidewalks on Royal Vista Drive due to the number of cuts in the sidewalks for the installation of driveway approaches and the construction of the underground services required for the eight (8) lots being created.

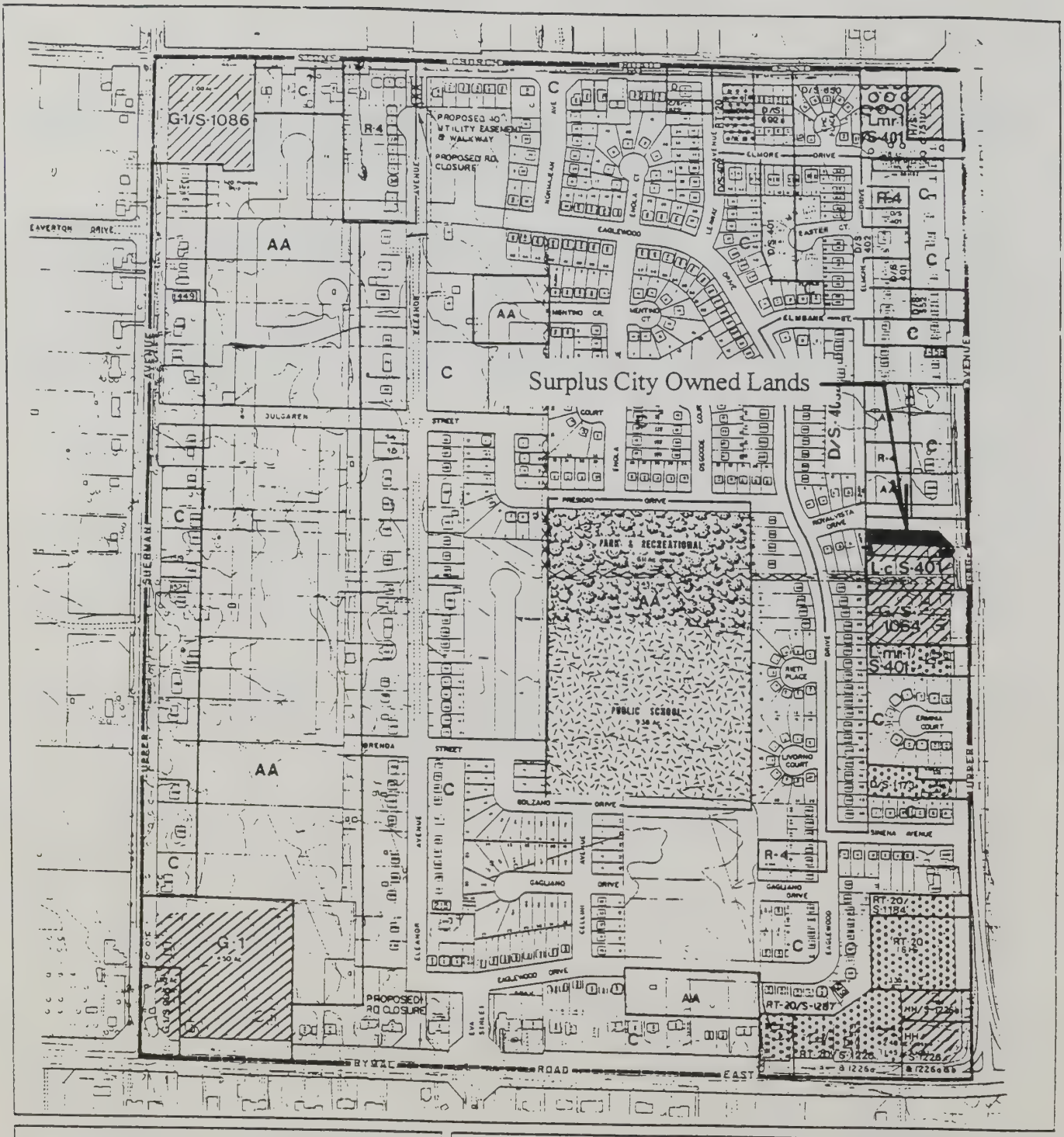
The total estimated cost for the City's share is $2,266.19, based on 50% of the sidewalk component under the 1996 flat rate fee and is recoverable through development charges.

Under one of the existing conditions for the disposal of City land, Part 5, 62R-9436, the owner is contributing $300 per metre of frontage on Royal Vista Drive as required to lift the 0.30 metre reserve along the street.

The City owned lands are located west of Upper Gage Avenue and south of Stone Church Road East in the Eleanor Neighbourhood.

:PS
Attach.

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary
cc: Finance Department
A.C. Ross, General Manager
Att: T. Tollis
cc: Community Planning and Development Division
Mr. Guy Paparella, Director, Land Development



LEGEND

Subject Lands

KEY PLAN

1504-1512 Upper Gage Avenue

NORTH

NOT TO SCALE

Eleanor Neighbourhood

E220-0501

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

(c) No. 1504 and No. 1512 Upper Gage Street - Recovery of Servicing Costs

The Committee was in receipt of a report dated 1996 August 14 fro the Chief Administrative Officer and Director of Property respecting the subject matter.

Alderman Anderson addressed the issue and stated that unless the City was willing to waive land costs, the subject property was not marketable in it's present state.

Following discussion, the Committee approved the following recommendation:

(a) That the Property Department be authorized to proceed with disposal of Part 5 of Plan 62R-9436 (No. 1504 Upper Gage Avenue) in accordance with the City Real Property Sales Procedural By-law No. 95-049, whereby the option to purchase documents be prepared to sell Part 5 to the abutting owner to the south at a price of $2; and,

(b) That the sale be subject to the following conditions:

(i) The subject lands will not be sold by the City until the subject lands and the adjoining lands have been rezoned to allow for single family detached residential purposes only; and,

(ii) The purchaser proceed to lift the 1 foot reserve, known as Part 4 of Plan 62R-9436 and reimburse the City and the Region for the servicing and road costs associated with Royal Vista Drive, in the amount of $97,702.71 prior to the closing date; and,

(iii) That should the subject lands not be developed for residential purposes within the next five years, the property ownership will revert to the City for the cost of $2.

Sub-joined is a copy of Section 20 of the Twelfth Report of the Transport and Environment Committee adopted by City Council at its meeting held September 24th, 1996.

20. (a) That the Property Department be authorized to proceed with disposal of Part 5 of Plan 62R-9436 (No. 1504 Upper Gage Avenue) in accordance with the City Real Property Sales Procedural By-law No. 95-049, whereby the option to purchase documents be prepared to sell Part 5 to the abutting owner to the south at a price of $2; and,

(b) That the sale be subject to the following conditions:

(i) The subject lands will not be sold by the City until the subject lands and the adjoining lands have been rezoned to allow for single family detached residential purposes only; and,

(ii) The purchaser proceed to lift the 1 foot reserve, known as Part 4 of Plan 62R-9436 and reimburse the City and the Region for the servicing and road costs associated with Royal Vista Drive, in the amount of $97,702.71 prior to the closing date; and,

(iii) That should the subject lands not be developed for residential purposes within the next five years, the property ownership will revert to the City for the cost of $2.

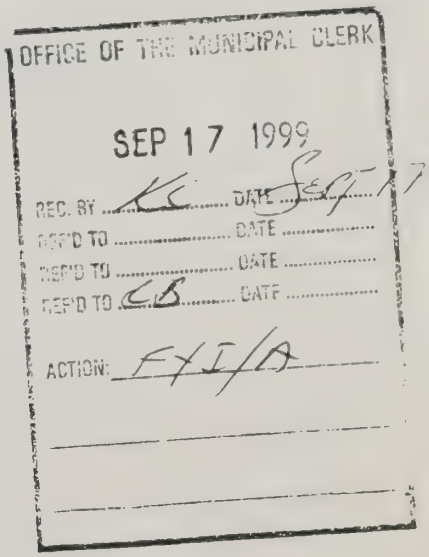
5(a)

Ministry of the Environment
Approvals Branch
250 Davisville Avenue
3rd Floor
Toronto ON M4S 1H2

Ministère de l'Environnement
Direction des autorisations
250, avenue Davisville
3e étage
Toronto ON M4S 1H2

Ontario

September 15, 1999



Clerk
Regional Municipality of Hamilton Wentworth
Box 910, 119 King Street West
Hamilton, Ontario
L8N 3V9

Dear Sir:

RE: Canadian Waste Services Inc.
Application to amend Certificate of Approval
for a Waste Disposal Site (Processing)
File No. A100130

Thank you for your letter dated August 13, 1999 regarding Canadian Waste Services Inc. Application to Amend Provisional Certificate of Approval for a Waste Disposal Site (Processing/Transfer) at the Site located at 245 Lottridge Street in Hamilton. I understand that the Transport and Environment Committee met on June 21, 1999 and that representatives from Canadian Waste updated the Committee on the Status of concerns previously expressed.

The Ministry letter dated May 31, 1999 requested that any outstanding concerns that Council has be provided in writing. However, the response to the Ministry letter did not outline Councils concerns. Further, it is unclear if council will report on the concerns at the next Council meeting scheduled for October 4, 1999. It is my understanding that council's concerns are the historical issue of truck traffic in this neighborhood and traffic bylaw issues regarding truck movement.

The Ministry is prepared to issue the Provisional Certificate of Approval within thirty days, unless we receive a written response clearly outlining what the issues are specific to the Application to Amend provisional Certificate of Approval NO. A100130.

Thank you in advance for your attention to this matter. Should you have any questions, please contact myself at 521- 7680 or Anne Dykes at 521- 7719.

Yours truly,

John Percy
District Manager
Hamilton District Office

cc. Jessica Campbell, manager, Environmental Programs, Canadian Waste
cc. Mel Smith, District Operations Manager, Canadian Waste
cc. Geoff Carpentier, Supervisor, Approvals Branch

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, October 4th, 1999
9:30 o'clock a.m.
Council Chambers, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held June 21st, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Parking Regulations

(a) Routine Amendments to the City Traffic By-law 89-72 Transport and Environment Committee Meeting 1999 October 4th (PWT99047)

City Engineer

(b) To Incorporate Certain City Land into Various Streets by By-laws (TOE99012)

Miscellaneous

(c) Millennium Trail Project – City Assistance (PWT99041)

(d) Appointment of Parking Control Officers (PWT99040)

(e) 1999 Servicing Expenditures Related to Subdivisions (PDC99100)

C. **ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, June 21, 1999
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman F. D'Amico
Alderman T. Anderson
Alderman A. Horwath
Alderman M. Kiss
Alderman T. Jackson
Alderman B. Morelli

Also Present:
Alderman M. Caplan
Alderman B. Charters
Alderman G.Copps
Alderman R. Corsini
Alderman F. Eisenberger
Aldermann B. Kelly
Alderman D. O'Sullivan
B. Price, Hamilton Safety Council
D. Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic
R. Meiers, Public Works and Traffic
A. Leitch, Transportation, Operations and Environment
G. Aston, Transportation, Operations and Environment
K. Anderson, Corporate Services
G. Peace, Chief, Hamilton Fire Department
C. Biggs, Acting Secretary

1. DELEGATIONS

(a) Request from Mel Smith, District Operations Manager, Canadian Waste Services Inc., to appear before the Committee re: Application for Amendment to Certificate of Approval #A100130 - Waste Transfer and Materials Recycling at 245 Lottridge Street, Hamilton

Messrs. B. Hinkley, M. Smith, District Operations Manager, K. Pitcher, Site Manager and Ms. J. Campbell, Project Manager, of Canadian Waste Services Inc., appeared before the Committee to give an update status on the requirements to be met by Canadian Waste Services Inc.

Mayor R. Morrow and Alderman B. Morelli also addressed the Committee to express appreciation for the improvements that have been initiated by CWS in response to the Committee's request.

The Committee received the presentation. The Chairman indicated that a report respecting the amendment to the Certificate of Approval for Canadian Waste Services would be placed on a future agenda of the Committee following a meeting between the Ward Aldermen and staff.

(b) To stop-up and sell the alley on Registered Plan 272, lying between Glenfern Avenue and Amelia Street. To sell a portion of closed alley on Registered Plan 275, lying between Lots 34 and 35 (TOE99003)

The Committee Chairman requested if there was anyone in attendance wishing to speak to this issue, of which there was no one.

The Committee was in receipt of a report dated June 3, 1999 from the General Manager, Transportation, Operations and Environment regarding the subject matter.

The Committee approved the following recommendation:

a) That the by-law:

(i) To stop-up and sell the alley on Registered Plan 272 lying between Glenfern Avenue and Amelia Street, designated as Parts 1 to 9, 14 and 15, on Plan 62R-14134;

(ii) To sell a portion of the closed alley on Registered Plan 275, lying between Lots 34 and 35, designated as Part 11, on Plan 62R-14134;

to the abutting owners, be prepared to the satisfaction of the Corporate Counsel and enacted by Council; and;

b) That the General Manager of Transportation, Operations and Environment, be authorized and directed to register the by-law at the Land Registry Office.

(c) To stop-up and sell the public walkway lying between Forestgate Drive and Wendover Drive (TOE99006)

The Chairman requested if there was anyone in attendance wishing to speak to this issue. The following individuals addressed the Committee:

(i) J. Scott Flewelling, 3 Forestgate Drive
Hamilton, Ontario L9C 6A4

Opposed to the closing of the walkway.

(ii) Nancy Briffa and George Brazel, 23 Forestgate Drive
Hamilton, Ontario L9C 6A4

Abutting property owners to the walkway. Submitted petition. In favour of closing the walkway.

(iii) Janet and Derek Gale, 113 Appleford Road,
Hamilton, Ontario L9C 5T2

Opposed to the closing of the walkway.

(iv) Satyajvoti Bose, 20 Forestgate Drive
Hamilton, Ontario L9C 6A3

Opposed to the closing of the walkway.

(v) Allan and Beverley Shelley, 24 Forestgate Drive
Hamilton, Ontario L9C 6A3

In favour of closing the walkway.

(vi) Robert S. MacCullouch, 27 Forestgate Drive
Hamilton, Ontario L9C 6A4

In favour of closing the walkway.

(vii) Jim Atkinson, 244 WendoverDrive
Hamilton, Ontario L9C 5X8

Opposed to the closing of the walkway.

Written submission received from Janet Jacks, 63 Forestgate Drive, opposed to the closure of the walkway.

The Committee was in receipt of a report dated June 3, 1999 from the General Manager, Transportation, Operations and Environment regarding the subject matter.

The Committee approved the following recommendation:

a) That the by-law to stop-up and sell the public walkway lying between Forestgate Drive and Wendover Drive, designated as Block B, on Plan M-127, to the abutting owners, be prepared to the satisfaction of the Corporate Counsel and enacted by Council; and,

b) That the General Manager of Transportation, Operations and Environment, be authorized and directed to register the by-law at the Land Registry Office.

(d) Proposed Closure of a Portion of Limeridge Road East, west of Upper Ottawa Street (PWT99009)

Staff made a presentation to the Committee and also submitted a petition signed by residents in favour of the proposed closure.

The Chairman requested if there was anyone present wishing to speak to this issue. The following individuals addressed the Committee:

(i) Bob Brown, 106 Birchcliffe Crescent
Hamilton, Ontario L8T 4K8

Opposed to the proposed closure.

(iii) Cindy Raymer, 130 Birchcliffe Crescent
Hamilton, Ontario L8T 4K8

Submitted petition signed by residents opposed to the proposed closure.

(iv) John Moote,144 Birchcliffe Crescent
Hamilton, Ontario L8T 4K9

Opposed to the proposed closure.

(v) John McGowan, 64 Birchview Drive
Hamilton, Ontario L8T 4Y6

In favour of the proposed closure.

The Committee was in receipt of a report dated June 2, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

a) That the bylaw to alter Limeridge Road East, from Upper Ottawa Street to approximately 32 metres westerly, by narrowing the roadway from the existing width of 19 metres to a road width of 5.4 metres and closing the road to westbound traffic, be passed and enacted;

b) That the closure be implemented on a six-month trial basis, commencing not before August 1, 1999, and that the implementation of the barriers be delayed pending the opening of the Mud Street extension.

(e) Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway, and Centennial Parkway, south of Delewana Drive (TOE99009)

Following a staff presentation, the Chairman requested if there was anyone in attendance wishing to speak to this issue. The following individuals addressed the Committee:

(i) Mr. Peter Tice, Ross and McBride, on behalf of Cadillac Fairview Corporation Limited, owner of Eastgate Square
(ii) Jeff Hess, representing Cadillac Fairview
(iii) Paul Persutti, representing Fortino's

All in favour of the proposed alterations.

(iv) Elizabeth Pawlowski, 19 Delawana Drive
Hamilton, Ontario L8E 3N6

Submitted petition opposed to proposed alterations

(v) Lynda Lukasik, 148 Oakland Drive
Hamilton, Ontario L8E 1B6

Opposed to the proposed alterations

(vi) Teresa Colucci, 66 Fairington Crescent
Hamilton, Ontario L8K 6G3

The Committee was in receipt of a report dated March 30, 1999 from the General Manager, Transportation, Operations and Environment regarding the subject matter.

Following discussion by the Committee, the following recommendations as presented in the report were **defeated:**

a) That the proposed alteration of Delawana Drive from approximately 70 metres west of Centennial Parkway to approximately 30 metres west of Fairington Crescent be approved; and,

b) That the proposed alteration of Centennial Parkway from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road be approved; and,

c) That the Road Alteration By-law to alter Delawana Drive and Centennial Parkway, in the form attached to Report R-99-06A, be passed and enacted; and,

d) That the removal of the 12 existing street trees and their replacement with 24 large calliper trees, required to permit the relocation of the driveway accesses to Centennial Parkway and Delawana Drive, be approved; and,

e) That prior to the beginning of roadway construction the Cadillac Fairview Corporation Ltd. be required to pay to the City of Hamilton $11,449.00, which is the estimated cost for removal and replacement of the street trees; and,

f) That the Cadillac Fairview Corporation Ltd. and the Community Planning and Development Division be advised of these actions.

(g) Hamilton Bio Conversion Inc., 2380 Brampton Street – Application to Amend Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) (PDC99027)

Following a staff presentation, the Committee received presentations from the following:

(i) Mr. Joe Pini, Branch Manager, Grand & Toy
15 Keefer Court, Hamilton, Ontario L8E 4V4

Mr. Pini indicated that he would defer comments until following the presentation of Mr. Gonnsen.

(iii) Mr. Karl Gonnsen, President, Metropolitan Planning and Engineering Inc.
2290 Queensway Drive, Burlington, Ontario L7R 3T2
representing Hamilton Bio-Conversion Inc.

Mr. Gonnsen addressed the Committee to request that this matter be deferred to a later date in order to allow his client to meet and work with the neighbourhood residents and businesses affected to reach a mutual resolution. Mr. Gonnsen indicated that a new application would be submitted at the appropriate time.

(ii) Lynda Lukasik, 148 Oakland Drive
Hamilton, Ontario L8E 1B6

Following the comments of Mr. Gonnsen, Ms. Lukasik indicated that she would be agreeable and interested in participating in the meetings to be arranged.

The Committee was in receipt of a report dated June 1, 1999 from the General Manager, Community Planning and Development Division regarding the subject matter.

Following discussion by the Committee, the following recommendations were **tabled**:

a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to Hamilton Bio-Conversion Inc.'s proposed demonstration program for sewage sludge processing and the establishment of a food depackaging operation at 2380 Brampton Street on the following basis:

i) There was an on-going record of non-compliance in regard to regulatory requirements established under the Certificate of Approval for the depackaging facility that was previously located within the City of Brampton and similar non-compliance actions have been identified by Ministry of the Environment staff for the current facility at 2380 Brampton Street: and,

ii) There is no evidence that the more pungent odours from sewage sludge processing can be eliminated at the property line based on current operational practices at the facility; and,

iii) There is no existing commercial application of large-scale sewage sludge processing in Ontario. As such, the potential adverse effects on adjacent activities/land uses in a built-up urban neighbourhood are unknown and sewage sludge processing would present a greater risk for more numerous and severe upset events; and,

b) That the Ontario Ministry of the Environment refuse to issue the proposed amendments to Certificate of Approval No. A650025 (Hamilton Bio-Conversion Inc., 2380 Brampton Street) as the sewage sludge processing demonstration program and expansion and establishment of the waste management activities, i.e., the food depackaging facility, will have a reasonable potential to create a nuisance and are not in the public interest;

c) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

d) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed amendment to the Certificate of Approval to the Municipal Clerk, City of Hamilton.

1. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

(a) The Minutes of the May 3, 1999 meeting of the Transport and Environment Committee meeting were adopted as circulated to the Committee members.

(b) The Minutes of the May 11, 1999 meeting of the Transport and Environment Committee meeting were adopted as circulated to the Committee members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Parking Regulations

(a) **Routine Amendments to the City Traffic By-law 89-72 Transport and Environment Committee Meeting – 1999 June 21 (PWT99007)**

The Committee was in receipt of a report dated June 3, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

(b) **West 3rd Street, between Monarch Road and Wembley Road (PWT99010)**

The Committee was in receipt of a report dated June 10, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side and "No Parking" regulation on the east side of West 3rd Street between Monarch Road and Wembley Road be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation in conjunction with an "Alternate Side Parking" regulation such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

City Engineer

(c) **To incorporate certain City land into various streets by By-laws (TOE99005)**

The Committee was in receipt of a report dated June 2, 1999 from the General Manager, Transportation, Operations and Environment, regarding the subject matter.

The Committee approved the following recommendation:

a) That the following City land be incorporated into the following streets:

Distin Drive	Block 46	Plan 62M-848
Sundown Drive	Block 99	Plan 62M-475

b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council; and,

c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the by-laws.

(d) **Hamilton Hydro Electric System – Installation of Above Ground Pad Mounted Transformers (TOE99001)**

The Committee was in receipt of a report dated June 7, 1999 from the General Manager, Transportation, Operations and Environment, regarding the subject matter.

The Committee approved the following recommendation:

That the installation of above ground pad mounted transformers be permitted in all new subdivisions, and certain commercial/industrial and existing residential development, subject to approval by the General Manager of Transportation, Operations and Environment.

(Alderman M. Kiss indicated that she wished to be recorded as being opposed to this item.)

(e) **Temporary Road Closure: King William Street (TOE99007)**

The Committee was in receipt of a report dated June 3, 1999 from the General Manager, Transportation, Operations and Environment, regarding the subject matter.

The Committee approved the following recommendation:

That the application of the Downtown Hamilton B.I.A. to temporarily close King William Street between James Street and Hughson Street on Thursday 1999 July 8 at 11:00 p.m. to Sunday 1999 July 11 at 11:00 a.m., to hold the first annual King William Street Festival, be approved, subject to the following conditions:

a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

b) That the applicant provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

d) That all barricading be supplied by and at the expense of the applicant; and,

e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the General Manager of Transportation, Operations and Environment and at the expense of the applicant; and,

f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer; and,

g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the General Manager of Transportation, Operations and Environment; and,

i) That the applicant be granted an extension to the City of Hamilton Noise By-law 79-292 to continue the music until 12:00 midnight during the event, and that a City of Hamilton Noise By-law Officer be in attendance throughout the event, at the expense of the applicant.

(f) **Temporary Road Closure for Special Events: Hess Street South, between King Street and Main Street (TOE99004)**

The Committee was in receipt of a report dated June 7, 1999 from the General Manager, Transportation, Operations and Environment, regarding the subject matter.

The Committee approved the following recommendation, **as amended**:

That the applications of the Hess Village Performing Arts Festival organization to close Hess Street South between King Street and Main Street on the following dates:

Tuesday 1999 July 13 at 10:00 am to Monday 1999 July 19 at 12:00 noon, for the Hess Village Performing Arts Festival and;

Friday 1999 July 23 at 10:00 am to Monday 1999 July 26 12:00 noon, for Beach Volleyball and ;

Friday 1999 August 13 at 12:00 noon to Sunday 1999 August 15 at 12:00 midnight, for the Bud Rig Patio Olympics,

be approved, subject to the following conditions:

a) i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

ii) That the applicants provide proof of $5,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

iv) That all barricading be supplied by and at the expense of the applicants; and,

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment, at the expense of the applicants; and,

vi) That the applicants ensure that clean-up be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizers; and,

vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

viii) That all property owners and tenants along the closed portion of the road be notified of the event by the applicants prior to the event in a form acceptable to the General Manager, Transportation, Operations and Environment; and,

ix) That the applicants be granted an extension to the City of Hamilton Noise By-law 79-292 to continue the music until 12:00 midnight **on Friday and Saturday nights only** during the events, with the exception of the 1999 July 23-26 event, and that a City of Hamilton Noise By-law Officer be in attendance throughout all of the events, at the expense of the applicants; and,

b) That the Alcohol and Gaming Commission of Ontario be advised that the City of Hamilton is aware of the event being held 1999 July 13 to July 19, deems it to be an event of municipal significance and has no objection to the AGCO issuance of the appropriate special event liquor licence; and,

c) That the AGCO be advised that the City of Hamilton is aware of the application of the Lazy Flamingo for a temporary extension of its liquor licence for the Bud Rig Olympics, being held 1999 August 13 to August 15, and the City has no objection to the AGCO issuance of the appropriate liquor licence for this event.

(g) **Temporary Road Closure: Y95.3's A Taste of Hamilton Event Royal Bank Aquafest 1999 (TOE99010)**

The Committee was in receipt of a report dated June 3, 1999 from the General Manager, Transportation, Operations and Environment, regarding the subject matter.

The Committee approved the following recommendation:

That the applications of:

i) A. Shinehoft agent for the Y93.3 A Taste of Hamilton Event to temporarily close:

- Bay Street between Barton Street and Guise Street
- Wood Street between Bay Street and James Street
- Macauley Street between Bay Street and James Street
- Picton Street between west of Bay Street to James Street
- Nichol Street between Picton Street to Ferrie Street
- Ferrie Street between west of Bay Street to James Street
- Simcoe between Bay Street and James Street
- MacNab Street between Barton Street and Guise Street
- Strachan Street between Bay Street and James Street
- Tiffany Street between Barton Street and Stuart Street
- Stuart Street between Bay Street and James Street
- Murray Street between Bay Street and James Street

from 1999 Thursday June 24 at 11:00 a.m. to 1999 Sunday June 27 at 11:00 p.m., to hold the Y95.3 A Taste of Hamilton Event;

and;

ii) A. Bradford, agent for the Royal Bank Aquafest Event to temporarily close;

- Bay Street between Barton Street and Guise Street
- Wood Street between Bay Street and James Street
- Macauley Street between Bay Street and James Street
- Picton Street between west of Bay Street to James Street
- Nichol Street between Picton Street to Ferrie Street
- Ferrie Street between west of Bay Street to James Street
- Simcoe between Bay Street and James Street
- MacNab Street between Barton Street and Guise Street
- Strachan Street between Bay Street and James Street
- Stuart Street between Bay Street and James Street
- Murray Street between Bay Street and James Street

on Thursday July 22 at 11:00 a.m. to 1999 Sunday July 25 at 11:00 p.m., to hold the Royal Bank Aquafest 1999,

both be approved, subject to the following conditions:

aa) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

bb) That the applicants provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

cc) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

dd) That all barricading be supplied by and at the expense of the applicant; and,

ee) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the General Manager of Transportation, Operations and Environment and at the expense of the applicant; and,

ff) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer; and,

gg) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

hh) That all property owners and tenants within the closure area of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the General Manager of Transportation, Operations and Environment; and,

ii) That a City of Hamilton Noise By-law Officer be in attendance throughout the events, at the expense of the applicant; and,

jj) That Regional Police Service and By-law Enforcement/Parking Control Staff enforce permit parking (under Section 33a subsection 12, of the City Traffic By-Law No. 89.72) on the aforementioned streets; and,

kk) That the City Traffic By-Law 89-72 be amended accordingly.

C. **GENERAL MANAGER OF CORPORATE SERVICES**

Real Estate Division

(a) **Declaration of Surplus Properties – Public Walkway between 37 and 41 Glenvale Drive, Parts 1 and 2, Plan 62R-14911 (CS99007)**

The Committee was in receipt of a report dated May 31, 1999 from the Genereal Manager, Corporate Services, regarding the subject matter.

The Committee approved the following recommendation:

(a) That the public walkway lying between Lots 38 and 39 on Plan M-66 (37 and 41 Glenvale Drive respectively), designated as Parts 1 and 2, Plan 62R-14911 be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That Real Estate, Legal Services Section be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law No. 95-049.

(b) **Declaration of Surplus Property – 25 Hunt Street, Hamilton (CS99006)**

The Committee was in receipt of a report dated June 1, 1999 from the Genereal Manager, Corporate Services, regarding the subject matter.

The Committee approved the following recommendation:

(a) That a vacant parcel of land known as 25 Hunt Street, Hamilton be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(c) That Real Estate, Legal Services Section be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.

D. **ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated June 21, 1999 from the Acting Secretary, Transport and Environment Committee regarding the subject matter.

The Committee approved the following recommendation:

That the subjoined list of Information Reports, previously distributed to the Transport and Environment Committee, be received:

Date	*From*	*Subject*	*Date Distributed*
March/April 1999	Ontario Good Roads Association	Brochure	May 19th, 1999
April 28th, 1999	Canadian Union of Public Employees	Pesticide Resolution	May 19th, 1999
May 5th, 1999	General Manager of Finance	1999 Winter Control Forecast	May 19th, 1999
June 4th, 1999	Secretary, Community Services and Public Health Committee	Municipal Children's Strategy	June 9th, 1999

ıe 3rd, 1999	General Manager, Transportation Operations and Environment	Road Closure Financing	June 14th, 1999

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Traffic Division

(a) **Municipal Car Parks in the vicinity of Barton Street and Sherman Avenue (PWT99006)**

The Committee was in receipt of a report dated June 3, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That, in accordance with the Real Property Sales Procedural By-law No. 95-049:

- the former Municipal Car Park 12B (90 Kinrade Avenue) be declared surplus to the requirements of the City of Hamilton; and,

- the Real Estate Division be authorized and directed to sell this property.

(b) Cannon Street East and Sanford Avenue North – School Crossing Guard Request (PWT99008)

The Committee was in receipt of a report dated May 26, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Sanford Avenue North during the morning, lunch and evening school crossing periods; and,

(b) That consideration be given in the 2000 Current Budget process for an expansion package of $6,000 plus administrative costs for a School Crossing Guard at this location.

(c) Intersection of Mount Pleasant Drive and Templemead Drive – Intersection Control (PWT99013)

The Committee was in receipt of a report dated January 5, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That a three-way stop control at the intersection of Mount Pleasnat Drive and Templemead Drive, be implemented; and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

(d) Alderman T. Jackson wishes to address the Committee respecting boulevard parking driveways – No Copy

The Committee directed staff to enforce the boulevard parking by-law on a complaint and/or safety-related basis only.

Public Works Division

(e) **Recovery of Costs Associated with the Enforcement of the By-law 85-159 "Respecting Collectible Waste" (PWT99001)**

The Committee was in receipt of a report dated May 19, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That as per By-law 85-159 "Respecting Collectible Waste" the Commissioner of Public Works and Traffic be authorized to pick up bulk garbage that has been placed at curbside with no prior arrangements being made through the Department of Public Works and Traffic; and,

(b) That the Department of Public Works and Traffic recover any costs associated with this extra level of service from the abutting property owner through the municipal tax roll.

(f) **Mountable Curb Replacement Program (PWT99002)**

The Committee was in receipt of a report dated June 3, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation, as amended:

a) That the Commissioner of Public Works and Traffic be authorized and directed to reinstate the program of "phasing in" the repairs of approaches with concrete in areas where there are the old standard mountable curbs on a complaint received basis; and,

b) That $1 million be provided from available surpluses in the 1999 Capital Budget Programs required for sidewalk repairs, and that $200,000 be provided from the same source to eliminate the backlog of mountable curb replacements, or alternatively, from Capital Reserve Accounts.

4. COMMUNITY PLANNING AND DEVELOPMENT DIVISION

(a) 37 Kilbride Road – Mountain Transfer Station/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing), Region of Hamilton-Wentworth (PDC99028)
The Committee was in receipt of a report dated March 18, 1999 from the General Manager, Community Planning and Development Division, on the subject matter.

The Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton has no objection to the proposed Amendments to Certificate of Approval No. A130111 (Mountain Transfer Station) and No. A130110 (Kenora Transfer Station); and,

(b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

(c) That a copy of this report be forwarded to the General Manager, Transportation & Operations Division for information.

(b) Hamillton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions (PD99017)

The Committee was in receipt of a report dated April 30, 1999 from the General Manager, Community Planning and Development Division, on the subject matter.

The Committee **referred** the report to staff for a report back.

5. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(a) **Capital Budget Allocation for Landing Pads and Shelters (TRA99027)**

The Committee was in receipt of a report dated April 29, 1999 from the General Manager, Transportation, Operations and Environment regarding the subject matter.

The Committee approved the following recommendation:

That the Region's Transportation Services Committee be advised that transit shelters be installed at the following locations:

a) McMaster Service Road at Main Street Exit;
b) Hunter Street West at Hess Street South;

c) King Street East at Victoria;
d) Woodward Avenue at Melvin Avenue;
e) Greenhill Avenue at Tommar Place;
f) Upper Ottawa Street at Mohawk Road East;
g) Upper Sherman Avenue at Berko Drive;
h) Garth Street at Rymal Road West.

6. OTHER BUSINESS

(a) Correspondence from the Canadian Union of Public Employees re: Pesticide Resolution

The Committee directed that the correspondence from CUPE respecting their pesticide resolution, be **referred** to staff for a report back.

(b) Winter Operations in the City of Hamilton – Presentation – C. Guthro, Acting Manager of Street and Sanitation/D. Lobo, Commissioner of Public Works

The Commissioner of Public Works indicated that this item will be dealt with by the Region's Transportation Services Committee.

7. PRIVATE AND CONFIDENTIAL AGENDA

(a) Legal Opinion - 37 Kilbride Road – Mountain Transfer Station/470 Kenora Avenue – Kenora Transfer Station – Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing), Region of Hamilton-Wentworth (PDC99028a)

The Committee was in receipt of a report dated June 9, 1999 from the General Manager, Corporate Services regarding the subject matter.

The Committee moved to receive the report.

NEW BUSINESS

Parking Regulation – South side of Limeridge Road, west of Upper Sherman

At the request of Alderman B. Kelly, the Committee directed staff to report back on the feasibility of allowing parking on the south side of Limeridge Road, west of Upper Sherman.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Acting Secretary
June 21, 1999

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 21
File No. TEC-149-99 / Author: Various

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 1999 October 4th
(PWT99047)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. **Ward 1**

   (a) Staff has received a petition signed by representatives of five of the six abutting properties requesting that a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation be implemented on the west side of Emerson between Holmes and Royal. All five of the representatives support the request.

   (b) Staff has received a request from Laurie Reid on behalf of Donny Reise, 149 Florence Street, that a reserved "Permit Parking" regulation be implemented on the south side of Florence, directly in front of his home, since he is disabled.

2. **Ward 2**

(a) Staff has received a request from Mathew Paterson, 151 Cathcart Street, that westbound stop control be implemented on Robert at the "T" type intersection of Cathcart and Robert.

(b) Domingos DaRocha, 382 Mary Street, has requested the removal of the existing reserved "Permit Parking" regulation on the east side of Mary, adjacent to his home as he is moving.

(c) Mrs. Karen Bonello, 105 Simcoe Street East, has advised that she does not require the "Wheelchair Loading Zone, 7:00 am to 6pm, Seven Days a Week" regulation approved by City Council on 1999 September 7. The signs were never installed.

(d) Due to the reconstruction of Hess from Main to King, the existing parking regulations must be revised. The plan of reconstruction has been previously approved and the parking regulation changes reflect the approved plan.

(e) Staff has received a request from Mrs. Rivers, 8 Windsor Street, for eastbound stop control at the "T" type intersection of Windsor and Caroline.

(f) Staff has received a petition signed by representatives from 16 of the 21 properties abutting Catharine between Barton and Murray requesting that the existing "Alternate Side Parking" regulation be removed from this block to allow parking on both sides of the street. All 16 of the representatives are in favour of removing the regulation. Staff has no serious objections to removing the subject regulation.

3. **Ward 3**

(a) Barbara Varley, 86 Balmoral Avenue South, has requested the removal of the reserved "Permit Parking" space on the west side of Balmoral, in front of her home as it is no longer required.

(b) Ms. Letten, 1024 Cannon Street East, has requested the implementation of a reserved "Permit Parking" regulation on the east side of East Bend, directly in front of 60 East Bend Avenue North, since she is disabled. Mr. & Mrs. McEwen, 60 East Bend Avenue North, concur with the request.

(c) Richard Woodruff, 73 Cedar Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Cedar, directly in front of his home, since he is disabled.

(d) Maria Gomes, on behalf of her son Carlos Gomes, owner of 25 Brant Street, has requested that the "Permit Parking" regulation on Niagara between Brant and the railway tracks, be shortened to allow unrestricted parking adjacent to his rental property on Brant. The subject regulation can be shortened without affecting the number of permits presently issued.

4. **Ward 4**

(a) Staff has received a petition signed by representatives of 10 of the 11 residential properties abutting Auburn between Normandy and the southerly end requesting that the existing "Alternate Side Parking" regulation be removed to allow parking on both sides of the street. All 10 of the residents are in favour of removing the regulation. Auburn is a dead-end street and staff has no serious objections to allowing parking on both sides.

(b) Reverend C. Stirling, St. Alban the Martyr Church, 200 Cope Street, has requested the implementation of a full-time "Wheelchair Loading Zone" on the south side of Britannia, directly adjacent to the church, and the removal of the existing "No Parking" loading zone on the east side of Cope, directly in front of the church.

5. **Ward 5**

(a) Alderman Chad Collins has advised that he wishes to initiate, on behalf of the area residents, an "Alternate Side Parking" regulation on Eastgate between Fairington (east curb) and Centennial Parkway.

6. **Ward 6**

(a) Steve Safranyos, 37 Reno Avenue, has requested the implementation of corner clearances on Currie at Reno, to improve visibility at the intersection. Both property owners, north and south of the intersection, concur with the request.

(b) Staff has received a request from Rachel Lennie, 1675 Upper Gage Avenue, that a driveway clearance be implemented on the east side of Upper Gage to improve visibility when exiting this townhouse complex. Peter Webb, Property Manager of 1675 Upper Gage Avenue, has advised that he supports this request.

(c) Alderman Tom Jackson has advised staff of a request from Mr. Steven Park, 20 Jamie-Ann Court, for all-way stop control at the intersection of Jamie-Ann and Solomon. Presently, northbound and southbound traffic is required to stop at this intersection and staff has no objection to adding an eastbound and westbound stop.

7. **Ward 7**

(a) Alderman Bill Kelly has advised of a request from area residents that stop control be implemented at the "T" type intersections of Aquila and Crerar and Crerar and Luciano. Staff is recommending that stop control also be implemented at the "T" type intersections of Timothy and Crerar and Distin and Crerar.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 15
File Nos: S609-01 & S718-086 G. McGuire

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: To incorporate certain City land into various streets by By-Laws (TOE99012)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Bianca Drive Parts 8 & 11 Plan 62R-11311

b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the by-laws.

A.F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Land Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Bianca Drive	Parts 8 & 11, Plan 62R-11311	N/A	To facilitate access to The Gardens of Rymal – Phase 5	S718-086

cb:GM
encls.

cc/H. Groen, Transportation, Operations & Environment Division, Roads Department
cc/F. Angelici, Community Planning & Development Division, Planning Department
cc/K. Nutley, Corporate Services Division, Real Estate Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 8 & 11, ON PLAN 62R-11311 INTO BIANCA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Bianca Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Bianca Drive.

   Part of Lot 8 in the Geographic township of Glanford designated as Parts 8 & 11, on Plan 62R-11311.

   City of Hamilton

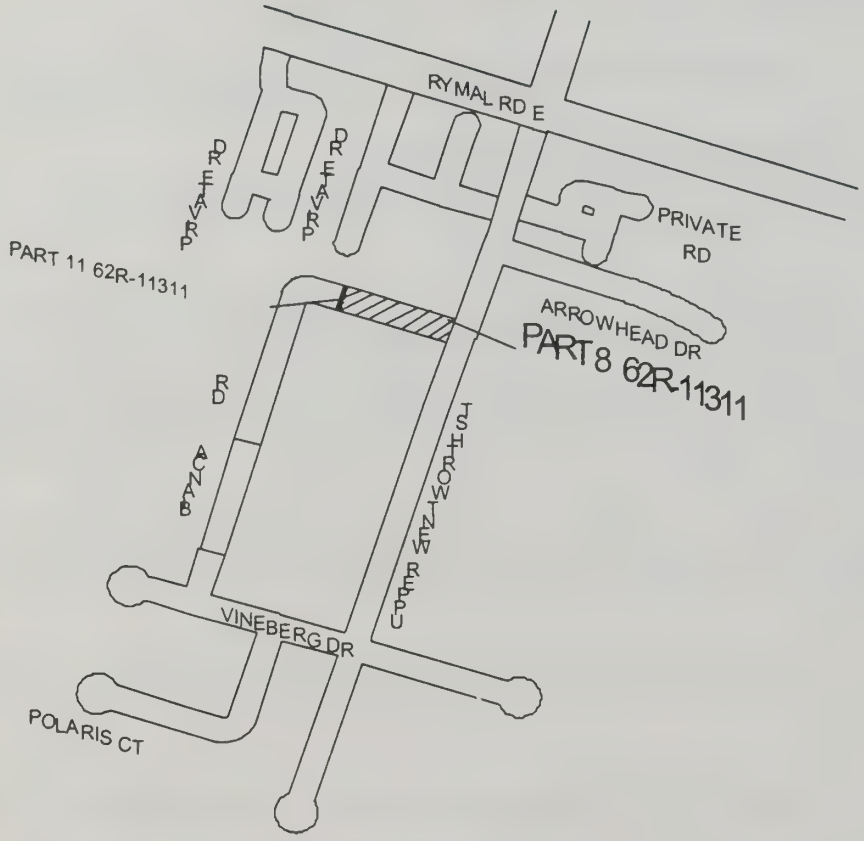
   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 12th day of October A.D. 1999

Municipal Clerk Mayor



LOCATION PLAN

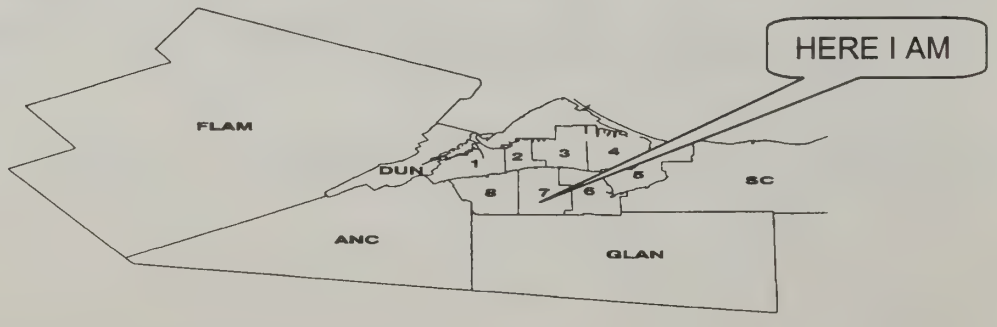
LAND TO BE INCORPORATED INTO BIANCA DRIVE

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION OPERATIONS & ENVIRONMENT

LEGEND

SUBJECT LAND

NORTH	SCALE	REFERENCE FILE NO:
	NOT TO SCALE	S718-086
	DATE	
	1999-09-14	



NORTH

Ward Map

NOT TO SCALE

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 10
File No. TEC-144-99 / Author: H. Solomon

REPORT TO: Mrs. C. Biggs, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Millennium Trail Project – City Assistance (PWT99041)

RECOMMENDATION:

That Transportation, Operations and Environment staff be authorized to install signing for the Millennium Trail Project with the cost of installation to be charged to regular City of Hamilton sign installation accounts.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Made in Hamilton Heritage Project has been conceived as part of a tourism and economic development strategy. It will create the Millennium Trail project, comprising two trails linking important industrial heritage sites in the lower city. These will incorporate walking, cycling, driving and bus routes. The trails are intended to bring Hamilton's industrial heritage to life and make it accessible to a wide audience. It is to honour the achievements of those who built Hamilton's industrial base and contributed to the social and cultural fabric.

Made in Hamilton partners include a number of City of Hamilton departments and boards, the Chamber of Commerce, the Labour Council, the Hamilton Downtown Partnership, the Local Architectural Conservancy Advisory Committee, the Hamilton Worker Education Centre, the Head-of-the-Lake Historic Committee and the Ontario Workers Arts and Heritage Centre.

Funding for this project is from federal, provincial and local government sources and corporate fund raising is presently underway.

Since the project will benefit the city through tourism, it is reasonable for the city to contribute to the project. Our contribution will take the form of the labour necessary for the erection of the signing for both the downtown and north-end routes. The approximate value of the labour to be contributed is $5,000.

/DLS/str

B(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 9
File No. TEC-143-99 / Author: W. Young

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers
(PWT99040)

RECOMMENDATION:

That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

PAUL ST. GEORGE

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

For many years, the City of Hamilton Parking Control Section has provided parking enforcement to Mohawk College, which consists of responding and issuing tags on a complaint basis, and this service will continue. However, Mohawk College staff have reported several safety violations in "No Stopping", "No Parking" Fire Routes, and Handicapped Parking areas which are of a short duration, which may restrict emergency and other special needs vehicles from access.

In order to improve operating efficiencies and accrue additional revenues, at no cost to the City, and to deter these short term parking violations, it is recommended that the Detachment Commander be appointed as a Parking Control Officer, in accordance with Section 15(1) of the Police Services Act, 1990, to provide enforcement on the Fennell Campus

WYYstr

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 September 17
S705-042
S705-041
S723-090, P. Strong

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Mr. D, Lobo
Commissioner Public Works and Traffic

SUBJECT: **1999 Servicing Expenditures Related to Subdivisions (PDC100)**

RECOMMENDATION:

i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in, **"Eagleview Estates – Phase 2",** City's share $41,658.00, Owner's share $73,733.00, **"Eagleview Estates – Phase 3"**, City's share $51,440.00, Owner's share $101,401.00, and **"Wellington Estates – 3, Hamilton,** Owner's share $ 204,742.07, City's share –NIL-.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of **"Eagleview Estates – Phase 2 and 3"** and **"Wellington Estates – 3", Hamilton** as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

cont'd....

cont'd....

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owners enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

Lee Ann Coveyduck
General Manager
Community Planning and Development Division

FINANCIAL/STAFFING/LEGALIMPLICATIONS:

The net amount to be financed from all 1999 projects related to subdivision expenditures, including this recommendation is $ 372,134.97. The 1999 Capital Budget includes a provision of a total of $ 900,000.00 from the City's share of services Through Unsubdivided Lands – Account Centre No. CH 00203.

"Eagleview Estates – Phase 2",

The total estimated cost of the City's share of services to be approved at this time for Eagleview Estates – Phase 2 is $41,658.00 which is associated with the construction of the above-ground works for this subdivision and is recoverable through the mechanism of 0.30 metre reserves and development charges.

cont'd....

cont'd....

"Eagleview Estates – Phase 3"

The total estimated cost of the City's share of services to be approved at this time for Eagleview Estates – Phase 3 is $51,440.00 which is associated with the construction of the above-ground works for this subdivision and is recoverable through the mechanism of 0.30 metre reserves and development charges.

"Wellington Estates – 3, Hamilton"

There is no City share for the installation of services for this development.

BACKGROUND:

"Eagleview Estates – Phase 2"

At its meeting of June 25, City Council approved the draft plan for "Eagleview Estates". The owners, Harp Homes Inc., wish to proceed with the development of "Eagleview Estates – Phase 2" at this time.

The development of "Eagleview Estates – Phase 2" will result in the creation of 12 Lots for single family homes. Estimates of costs have been prepared and it has been determined that there is a City share for this development.

The lands of "Eagleview Estates – Phase 2" are located east of Upper Sherman Avenue and south of Stone Church Road East in the Eleanor Neighbourhood.

"Eagleview Estates – Phase 3"

At its meeting of April 23, 1999 the Region approved the draft plan for "Eagleview Estates – Phase 3". The owners, Harp Homes Building Corp., wish to proceed with the development of "Eagleview Estates – Phase 3" at this time.

cont'd....

The development of "Eagleview Estates – Phase 3" will result in the creation of 8 Lots and 5 Blocks to be added to additional lands for the creation of lots in the future for single family homes. Estimates of costs have been prepared and it has been determined that there is a City share for this development.

The lands of "Eagleview Estates – Phase 3" are located east of Upper Sherman Avenue and south of Stone Church Road East in the Eleanor Neighbourhood.

"Wellington Estates – Phase 3

At its meeting of October 4, 1997, City Council approved the draft plan for "Wellington Estates". The owners, 822827 Ontario Inc, wish to proceed with the development of "Wellington Estates – Phase 3" at this time.

The development of "Wellington Estates – Phase 3" will result in the creation of 45 Lots for single family homes. Estimates of costs have been prepared and it has been determined that there is no City share for this development.

The lands of "Wellington Estates – Phase 3" are located west of Upper Wellington Street and south of Rymal Road East in the Allison Neighbourhood.

Note: The engineering schedules for the above-noted subdivision have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, Community Planning and Development Division.

/ps

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary
cc: Community Planning and Development Division
Mr. Guy Paparella, Director, Land Development
cc: City Treasury Department
A.C. Ross, City Treasury Department
Manager of Budgets

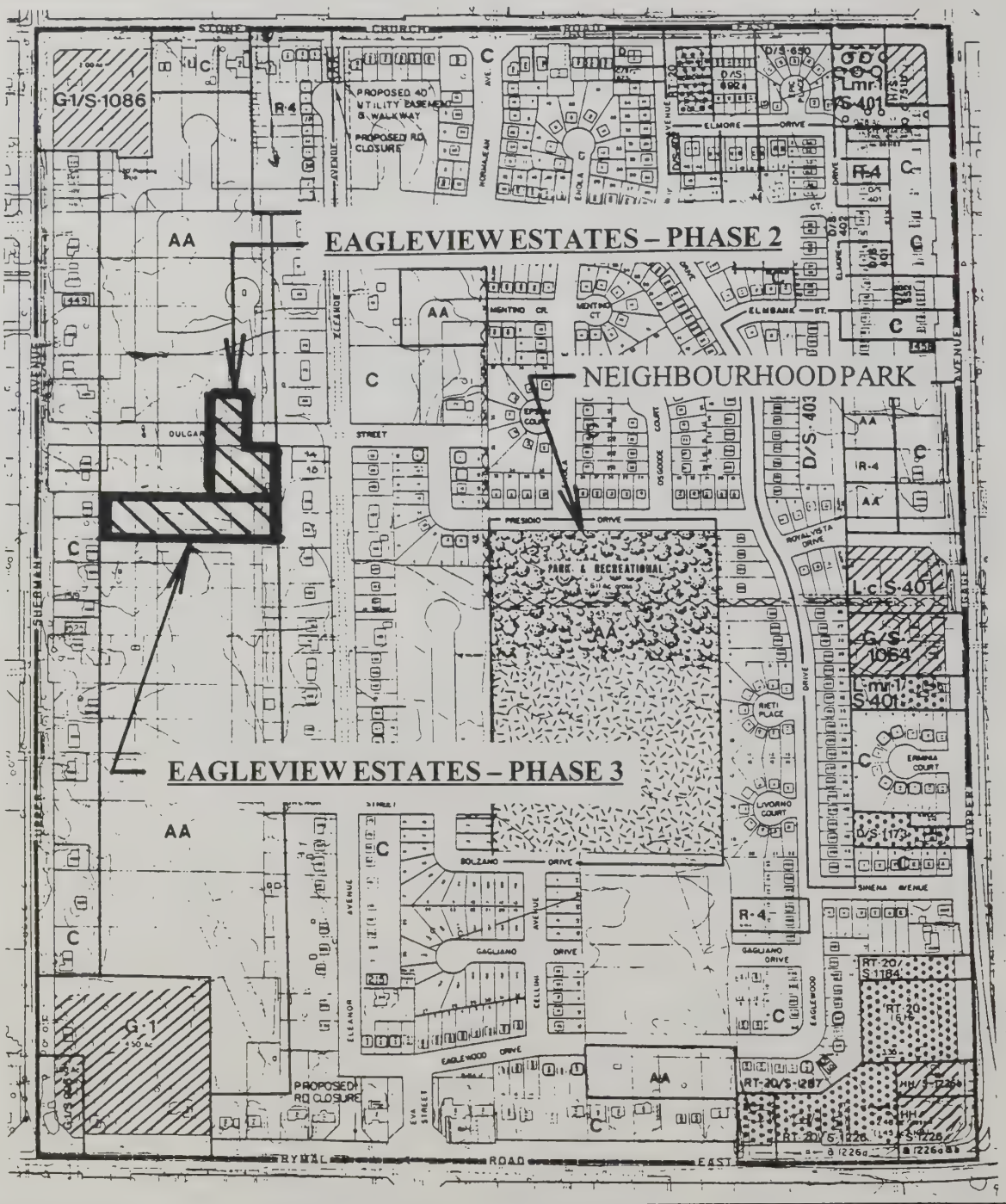
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1999 SUBDIVISION EXPENDITURE SUMMARY

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT UTHORIZATIO	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY OWNED LA & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
:agleview Estates	12 Lots	COUNCIL	Catch Basins &					
?hase 2	Hamilton		Connections	$13,022.73	$0.00	$13,022.73		
Harp Homes inc			Curbs & Sidewalks	$10,385.05	$0.00	$10,385.05		
\. J. Clarke and			Finished Roads	$15,990.22	$0.00	$15,990.22		
\ssociates Limited			Sewers & Watermains	$0.00	$0.00	$0.00		
\. J. Clarke and			Seeding/Sodding	$744.00	$0 00	$744.00		
\ssociates Limited			Street Lighting	$1,516.00	$0.00	$1,516.00		
3705-42			Trees	$0.00	$0 00	$0.00		
? Strong			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$41,658.00	$0.00	$41,658.00	$73,733.00	$115,391 00
Eagleview Estates	8 Lots	COUNCIL	Catch Basins &					
?hase 3	5 blocks		Connections	$5,268.47	$0.00	$5,268.47		
Harp Homes	Hamilton		Curbs & Sidewalks	$15,922.21	$0.00	$15,922.21		
Building Corp.			Finished Roads	$23,260.67	$2,919.17	$26,179 84		
\. J. Clarke and			Sewers & Watermains	$0.00	$0.00	$0.00		
\ssociates Limited			Seeding/Sodding	$0.00	$0.00	$0.00		
\. J. Clarke and			Street Lighting	$1,992.00	$0.00	$1,992.00		
\ssociates Limited			Trees	$0.00	$0.00	$0.00		
3705-041			Barricades	$2,077.48	$0.00	$2,077.48		
? Strong			TOTAL	$48,520.83	$2,919.17	$51,440.00	$101,401.00	$152,841.00
Wellington Estates	45 Lots	COUNCIL	Catch Basins &					
?hase 3	Hamilton		Connections	$0.00	$0.00	$0.00		
839891 Ontario Inc.			Curbs & Sidewalks	$0.00	$0.00	$0.00		
Urbex Engineering Limited			Finished Roads	$0.00	$0.00	$0.00		
J P. Woolley Surveying Limited			Sewers & Watermains	$0.00	$0.00	$0.00		
3723-090			Seeding/Sodding	$0.00	$0.00	$0.00		
? Strong			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$204,742 07	$204,742.07

$472,974.07

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0 30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements



LEGEND

Subject Lands

KEY PLAN
EAGLEVIEW ESTATES – PHASE 2
EAGLEVIEW ESTATES – PHASE 3

NORTH

NOT TO SCALE

Eleanor Neighbourhood

DATE	
August 14, 1999	S705-042 S705-041

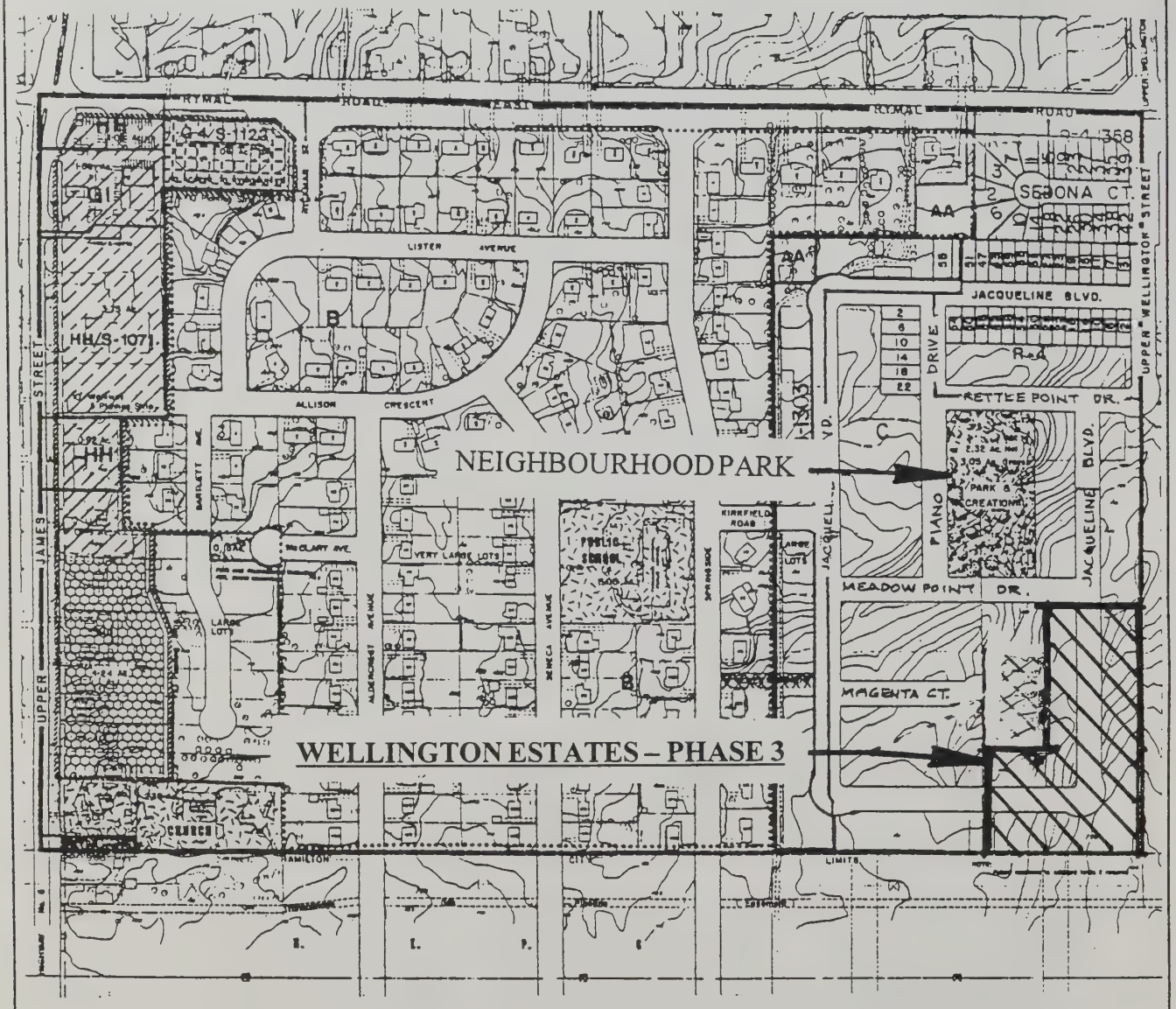
Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

EAGLEVIEW ESTATES – PHASE 2-S723-042
EAGLEVIEW ESTATES – PHASE 3-S723-041





LEGEND

Subject Lands

KEY PLAN

WELLINGTON ESTATES – PHASE 3

NORTH

NOT TO SCALE

NEIGHBOURHOOD
ALLISON- Approved Plan

DATE
August 14, 1999

FILE No.
S723-090

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

S723-090



C

CITY OF HAMILTON

- RECOMMENDATION -

DATE: October 4th, 1999

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

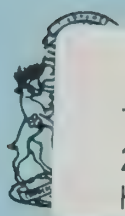
Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
May/June, 1999	Ontario Good Roads Association	Bulletin Municipal Routes	July 5, 1999
June 30, 1999	Commissioner of Public Works and Traffic	Hamilton-Wentworth Plan to Reduce Ground Level Ozone and Fine Particulate Emissions (PWT99025)	July 5, 1999
June 17, 1999	Ontario Ministry of the Environment	Cleanup of Plastimet Site	July 14, 1999
September 16, 1999	Commissioner of Public Works and Traffic	Napier Street between Ray Street North and Pearl Street North, Parking Regulations (PWT99044)	September 28/99

Carolyn Biggs, Secretary
Transport and Environment Committee
October 4th, 1999

CA4 ON HBL A05
C51T6
1999



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

URBAN
MUNICIPAL

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, December 6th, 1999
9:30 o'clock a.m.
Room 233, Hamilton City Hall

Carolyn Biggs

Carolyn Biggs, Secretary
Transport and Environment Committee

URBAN MUNICIPAL

DEC 0 3 1999

GOVERNMENT DOCUMENTS

AGENDA

1. **DELEGATIONS** (9:30 a.m.)

   Hot Dog Vendor Program – T. Anderson

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   PUBLIC WORKS DIVISION

   Construction of a Concrete Alley First South of Markland Street from Chilton Place Westerly to the North-South Alley (PWT99081)

4. **GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT**

   Alfa Paper Products Inc., 735 Stratheame Avenue North – Application for a Certificate of Approval No. A650217 for a Waste Disposal Site – Processing (PDC99110)

5. **OTHER BUSINESS**

   Rinkboard Advertising at Copps Coliseum – Alderman T. Anderson

6. **IN CAMERA AGENDA**

   Litigation Matter (No Copy)

7. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
2.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2, 1998	Ward Aldermen to meet with the area residents	Report Back
3.	Intersection of Locke Street North and Florence Street	March 2, 1998		Tabled at the request of Alderman M. Kiss
4.	Closure of Mead Avenue	April 6, 1998		Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
5.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21, 1998	Commissioner of Public Works and Traffic	Report Back
6.	Munn Street and East 33rd Street – Intersection Control	January 18, 1999		Tabled at the request of Alderman T. Jackson
7.	Snow Clearing Charges - Commercial Properties (Council Correspondence)	March 9, 1999	Commissioner of Public Works and Traffic	Report back
8.	Proposed Roadway Alteration Delawana Drive	April 19, 1999	Commissioner of Public Works and Traffic	Report back
9.	Process for Highway Closures	April 19, 1999	Commissioner of Public Works and Traffic	Report back
10.	Truck Traffic	April 19, 1999	Commissioner of Public Works and Traffic	Report back
11.	Amcan Castings Limited 10 Hillyard Street – Parking Regulations	April 19, 1999		Tabled at the request of Alderman B. Morelli
12.	Hamilton Bio-Conversion Inc. – Application to Amend Certificate of Approval	June 21, 1999		Tabled following presentation by applicant's agent
13.	Pesticide Use	June 21, 1999	Commissioner of Public Works and Traffic	Report back

No.	Items	Original Date	Action	Status
14.	Intersection of Whitney Avenue and Ewen Road – Intersection Control	November 9, 1999		Tabled at the request of Alderman M. Kiss
15.	Intersection of Leland Street and Ward Avenue – Intersection Control	November 9, 1999		Tabled at the request of Alderman M. Kiss
16.	Intersection of East 45th Street and Seventh Avenue – Intersection Control	November 9, 1999		Tabled at the request of Alderman T. Jackson
17.	Intersection of Arno Street and TemplemeadDrive – Intersection Control	November 9, 1999		Tabled at the request of Alderman T. Jackson

Carolyn Biggs, Secretary
December 6, 1999

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1999 November 19
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Director
Department of Public Works and Traffic

SUBJECT: **Construction of a Concrete Alley First South of Markland Street From Chilton Place Westerly to the North-South Alley (PWT99081)**

RECOMMENDATION:

(a) That the construction of a concrete alley first south of Markland Street from Chilton Place westerly to the north-south alley proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $26,000.00 with a City's Share of $23,820.20 and an Owner's Share of $2,179.80 all as provided in the 1999 portion of the proposed 1999-2008 Capital Budget; and,

(b) That the General Manager, Transportation, Operations and Environment be authorized to construct these works once all the necessary approvals have been received; and,

(c) That the Acting Director of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the Municipal Solicitor.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the proposed 1999-2008 Capital Budget. The estimated cost per metre for a concrete alley is $90.00.

Construction of a Concrete Alley First South of Markland Street From Chilton Place Westerly to the North-South Alley (PWT99081)

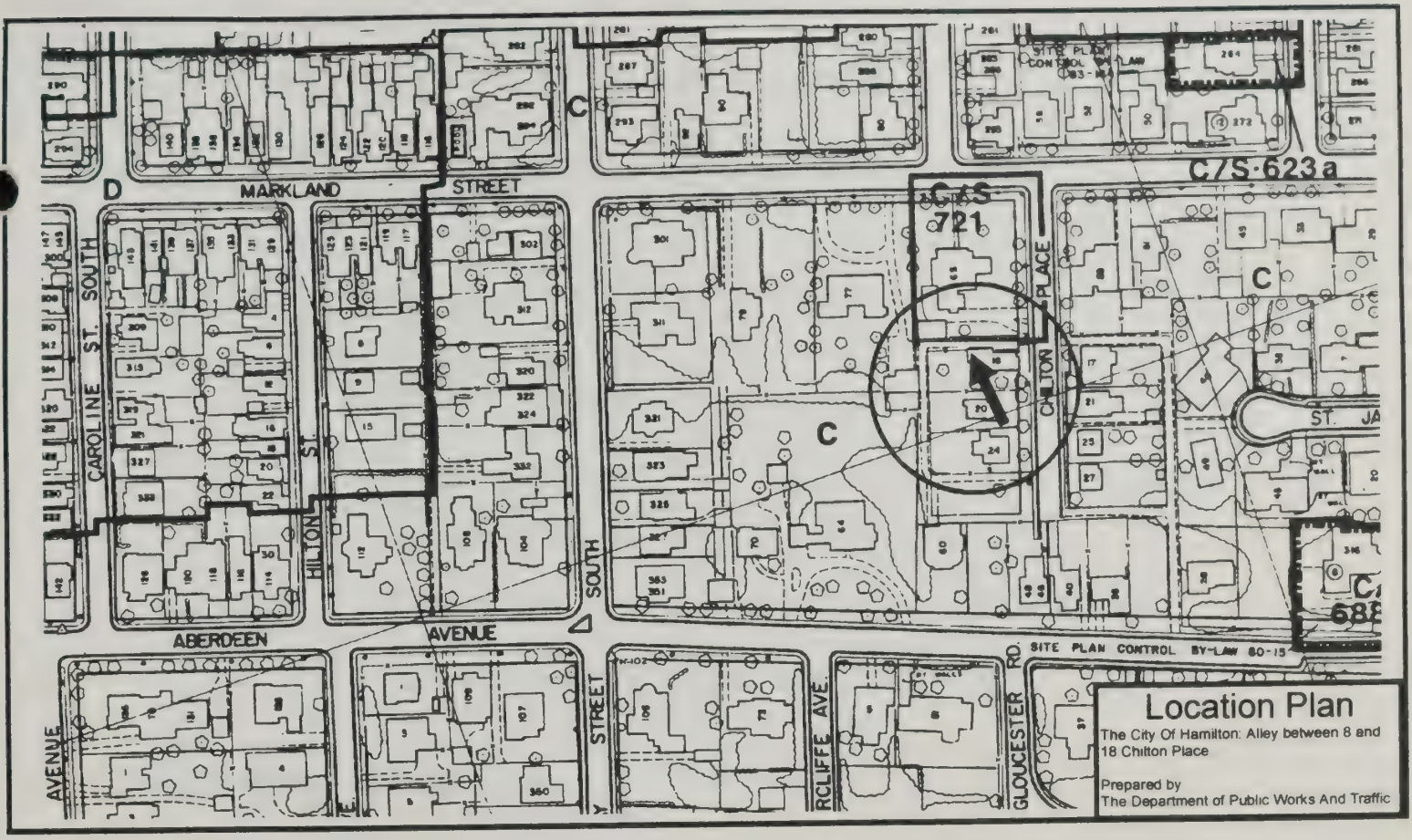
BACKGROUND:

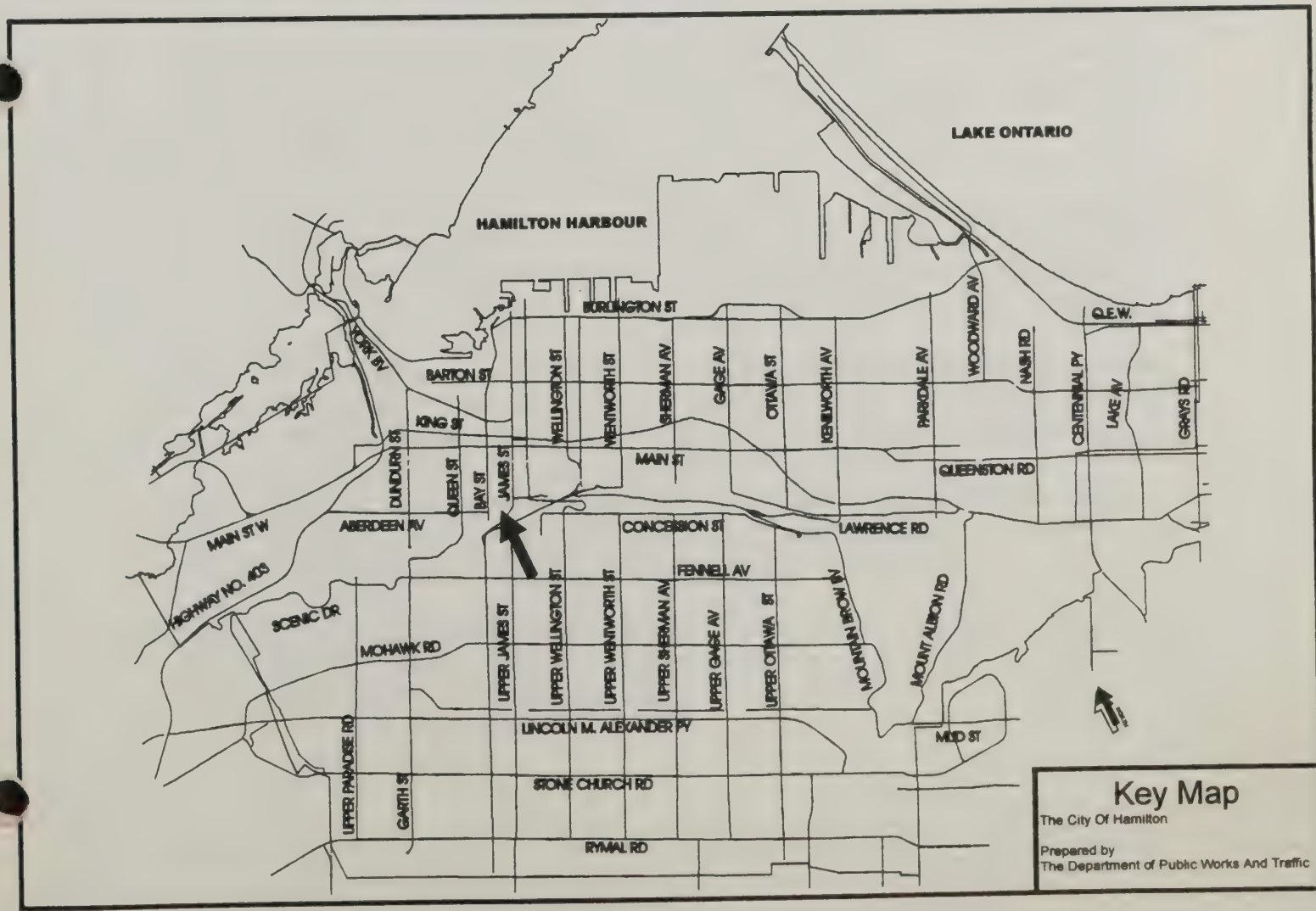
We have received a sufficiently signed petition for the construction of a concrete alley at the above-noted location (see attached plan).

The owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/rb
Attachment

c.c. A. F. Leitch, General Manager, Transportation, Operations & Environment
c.c. A. Ross, General Manager, Finance
c.c. D. Y. Onishi, Director, Design & Construction


MARKLAND STREET
CAROLINE ST. SOUTH
HILTON ST.
ABERDEEN AVENUE
SOUTH
CHILTON PLACE
C/S 721
C/S-623a
SITE PLAN CONTROL BY-LAW 80-15
GLOUCESTER RD.
RCLIFFE AVE.
AVENUE
STREET
C
D
E
Location Plan
The City Of Hamilton: Alley between 8 and 18 Chilton Place
Prepared by
The Department of Public Works And Traffic


LAKE ONTARIO
HAMILTON HARBOUR
BURLINGTON ST
Q.E.W.
FORK BV
BARTON ST
KING ST
MAIN ST
QUEENSTON RD
DUNDURN ST
QUEEN ST
BAY ST
JAMES ST
WELLINGTON ST
WENTWORTH ST
SHERMAN AV
GAGE AV
OTTAWA ST
KENILWORTH AV
PARKDALE AV
WOODWARD AV
NASH RD
CENTENNIAL PY
LAKE AV
GRAYS RD
MAIN ST W
ABERDEEN AV
CONCESSION ST
LAWRENCE RD
FENNELL AV
HIGHWAY NO. 403
SCENIC DR
MOHAWK RD
UPPER JAMES ST
UPPER WELLINGTON ST
UPPER WENTWORTH ST
UPPER SHERMAN AV
UPPER GAGE AV
UPPER OTTAWA ST
MOUNTAIN BROW BV
MOUNT ALBION RD
LINCOLN M. ALEXANDER PY
MUD ST
UPPER PARADISE RD
GARTH ST
STONE CHURCH RD
RYMAL RD
Key Map
The City Of Hamilton
Prepared by
The Department of Public Works And Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 November 18
(MOECOA-99-02)

REPORT TO: Chairman and Members
Transportation and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager
Community Planning & Development Division

SUBJECT: Alfa Paper Products Inc., 735 Strathearne Avenue North – Application for a Certificate of Approval No A650217 for a Waste Disposal Site – Processing (PDC99110)

RECOMMENDATIONS:

(a) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that should proposed Certificate of Approval No A650217 be issued, the City of Hamilton requires the following with respect to the operation of the facility known as Alfa Paper Products Inc. located at 735 Strathearne Avenue North, as shown on the attached map marked as Appendix "A":

(i) a condition be included within the Certificate of Approval that states "a space of not less than 3 metres (10 feet) kept clear of grass and weeds shall be maintained between the old corrugated cardboard pile located to the south of the main building and the adjacent piles of salvage materials";

(ii) a condition be included within the Certificate of Approval that states "the old corrugated cardboard pile located to the south of the main building shall not exceed 3 metres (10 feet) in height and 100 square metres (1,076 square feet) in total area"; and,

(iii) that the "Inclement Weather and Wind Blown Litter Collection Policy" prepared by Alfa Paper Products Inc., attached as Appendix "B", be included as an attachment to the Certificate of Approval.

(b) That a copy of this report be forwarded to the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment for their consideration; and,

(c) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be requested to forward a copy of the decision respecting the proposed Certificate of Approval for Alfa Paper Products Inc. to the Municipal Clerk, City of Hamilton.

Lee Ann Caverhill.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Ontario Ministry of the Environment (MOE) under the authority of the Environmental Protection Act processes and approves Certificate of Approval applications. The City of Hamilton has been formally requested to provide comments to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval?
A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the MOE to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

Operations

The Alfa Paper Products Inc. facility at 735 Strathearne Avenue North (see Appendix "A") started operation in April, 1999. The operation did not initially require a Certificate of Approval as they were processing only paper fibre and sorted recyclables, which are exempt from the Certificate of Approval requirement. Once the company started accepting co-mingled recyclables such as aluminium cans and plastic pop bottles in addition to paper products, they were required by the MOE to apply for a Certificate of Approval.

Alfa Paper Products Inc. bales cardboard, waste paper and fibre materials for shipment to local paper mills for re-use. They manufacture various marketable items such as animal bedding, casket rollers and sheeted paper from waste paper. They also act as a transfer location for food and beverage containers, aluminium, tin, glass and plastic in small quantities from blue box operations prior to shipment to recyclers for sorting. The site consists of a truck weigh scale and a building where all of the sorting and bailing is done. Outdoor storage consists of old corrugated cardboard (OCC) in a large pile and blue box recyclables in roll-off/roll-on lugger box containers.

The proposed Certificate of Approval application is to allow for a maximum rate of 150 tonnes per day of material being received at the facility, and a maximum of 600 tonnes being stored at the facility at any given time.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application for the proposed Certificate of Approval was circulated to other Departments. The comments received are as follows:

Public Works and Traffic Department, Transportation, Operations & Environment Division

"Traffic Planning Section - The above location is located on a truck route with sufficient capacity to handle any increase in traffic. Therefore, the Traffic Planning Section has no concerns."

The Noise Control Section noted "staff have completed several spot checks of the area of concern. Staff noted that the area is littered with paper and debris and the company should be made to keep the area clean. We will warn the company to keep the area clean and explain the by-law. We will continue to monitor the site periodically for violations and issue appropriate warnings/charges."

Building Department, Community Planning & Development Division

"1. The land is located in a "K" District.

2. The receiving, processing and transferring of used paper and cardboard and manufacturing waste paper products such as animal bedding, casket rollers and sheeted paper is permitted. The receipt and transfer of food and beverage containers, aluminium, tin, glass and plastic for further recycling is permitted."

Community Planning Department, Community Planning & Development Division

"The proposed facility is situated in the Industrial Sector "K" Neighbourhood. The site is designated as *Industrial*.

Policy A.2.3.1 of the Hamilton Official Plan states: "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policy should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The proposed waste management activities are consistent with the permitted uses within the *Industrial* designation and the additional Official Plan guidance provided by Policy A.2.3.23."

Land Development Department, Community Planning & Development Division

"The site is located in a heavy industrial area and is well separated from residential uses. The proposal does not conflict with the intent of the Regional Official Plan."

Fire Prevention Division, Fire Department

"On July 19, 1999, the Fire Department inspected the subject site with reference to the subject application. This Department has no objection to the issuance of this Certificate of Approval providing that the applicant complies with the following requirement:

1. Maintain a clear space of 3m (10') that is kept clear of grass and weeds between the pile of cardboard, located adjacent to the south of the building, and adjacent piles of salvage materials. The remaining pile of cardboard is to be not more than 3m (10') in height and 100 square metres (1,076 square feet) in area.

A Fire Safety Inspection Report outlining this requirement was served on the applicant on July 20, 1999."

"A re-inspection was conducted on September 30, 1999. The re-inspection revealed the requirement noted in the Fire Safety Inspection Report dated July 19, 1999 was satisfactorily completed at that time. The owners were advised of their continued responsibility in complying with the Ontario Fire Code specifically relating to outdoor storage."

Environmental Health Branch, Social & Public Health Services Division

"The site will house up to 600 tonnes of glass containers, metal cans, paper fibre, rubber and steel. No direct public health issue should arise from this. However, there likely will be added noise from dumping 40 cubic yard containers onto the floor of the plant. A Bobcat then shoves the material onto a conveyor belt. Glasses and cans are sorted manually into receiving bins, which also make noise. Paper products will also be shredded. Overall, there may be an appreciable increase in noise, but since the process is at the very north end of Strathearne Avenue next to the harbour, it is unlikely that there will be complaints about noise.

The material brought in also includes food wrappers, as well as the remnants in bottles and cans. These may create a potential breeding ground for insects as well as attracting vermin and/or stray animals. Consequently, we would recommend that the applicant submit a proposed program for insect and vermin control, satisfactory to this Division, prior to the granting of any approval. Compliance with the foregoing will satisfy the requirements of this Division."

For the information of the Committee, the applicant forwarded the program for insect and vermin control to the Environmental Health Branch for review. On November 10, 1999, the Branch indicated "the proposed pest control program for Alfa Paper Products Inc. from PCO Services Inc. is satisfactory to our concerns. If any additional complaints arise due to insects or vermin at this facility, the complaints will be investigated by this Department."

Solid Waste Management, Transportation, Operations & Environment Division

"On July 22, 1999, Solid Waste Management staff visited Alfa Paper Products Inc. The Waste Management Division opposes the issuance of a Certificate of Approval unless the following conditions are met:

1) That an appropriate containment system be incorporated into the operation in order to shield wind from blowing unprocessed material on-site or off-site.

2) That an insect and vermin control plan be completed and submitted for approval by the Environmental Health Branch prior to any Certificate of Approval issuance."

For the information of the Committee, on October 7, 1999 "staff re-inspected Alfa Paper Products Inc. and confirmed that they had erected bunkers to contain the recyclable material. Therefore, Alfa Paper Products Inc. has complied with that specific condition set out in the August 4, 1999 comments."

Further correspondence noted, "Alfa Paper Products Inc. was requested by Solid Waste Management staff to develop an "Inclement Weather and Wind Blown Litter Collection Policy" for the site and neighbouring properties and this Policy be submitted for approval to the Waste Management Division before any Certificate of Approval is approved. We also request that the approved Inclement Weather and Wind Blown Litter Collection Policy be included as an attachment to the final Certificate of Approval.

For the information of the Committee, Alfa Paper Products Inc. provided the "Inclement Weather and Wind Blown Litter Collection Policy" to the satisfaction of Solid Waste Management staff on November 8, 1999. (This Policy is attached as Appendix "B".)

Regulatory Environmental Management, Transportation, Operations & Environment Division

"An inspection of Alfa Paper Products Inc. on July 21, 1999, showed that the company only discharges sanitary waste to the Regional sewer. The operators were asked to:

1) provide spill containment for the two (2) 200 gallon (900 litre) diesel storage tanks used to fuel on-site vehicles; and,
2) erect a barrier around these two tanks to prevent accidental rupture as a result of vehicles operating in the area.

As it stands, the proposal put forth by Alfa Paper Products is acceptable from a sewer use standpoint, with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049, and that they institute the above-noted two items as indicated."

For the information of the Committee, Regulatory Environmental Management staff re-inspected Alfa Paper Products Inc. on October 5, 1999. The fuel tanks had been moved to a less-travelled location, and a secure barrier had been constructed around both tanks. Regulatory Environmental Management staff further elaborated on the spill containment provisions noted earlier by indicating it would be *preferred* to have the spill containment measures in place but is now not essential as the chance of the tanks being ruptured are slim with the barrier now in place.

It should be noted that Regulatory Environmental Management staff does not have the authority to require the installation of the spill containment measures. It was brought to the attention of the applicant that the installation of a spill containment measure would aid in the company's due diligence in the situation of any spill incident.

COMMENTS:

Alfa Paper Products Inc. has applied for a Certificate of Approval at 735 Strathearne Avenue North to:

- process cardboard, waste paper and fibre materials for shipment to local paper mills for re-use;
- manufacture various marketable items such as animal bedding, casket rollers and sheeted paper from waste paper; and,
- function as a transfer location for food and beverage containers, aluminium, tin, glass and plastic in small quantities prior to shipment to recyclers for sorting.

The application is to allow for a maximum rate of 150 tonnes per day of material being received at the facility, and a maximum of 600 tonnes being stored at the facility at any given time.

The Certificate of Approval application was circulated to the adjacent businesses and the Ministry of the Environment staff person processing the application indicated that no comments or concerns on the proposal were received from these businesses.

After a number of inspections by several municipal departments, several minor operational concerns were identified. The operators have been co-operative and have addressed these concerns by:

i) erecting bunkers to contain the recyclable materials;
ii) developing an "Inclement Weather and Wind Blown Litter Collection Policy" to the satisfaction of the Waste Management Division;
iii) moving their diesel fuel tanks to a safer location and installing barriers around them; and
iv) developing an insect and vermin control program to the satisfaction of the Environmental Health Branch.

The concerns noted by the Fire Department are particularly important. Accordingly, if the Ministry of the Environment approves the application and issues the Certificate of Approval, conditions should be included within the Certificate that address the concerns noted by the Fire Department.

Further, as the major waste management activity on site is the baling of paper products and old corrugated cardboard, the "Inclement Weather and Wind Blown Litter Collection Policy" is also important. As such, this specific Policy, attached as Appendix "B", should be included as an attachment to the Certificate if the Ministry approves the application.

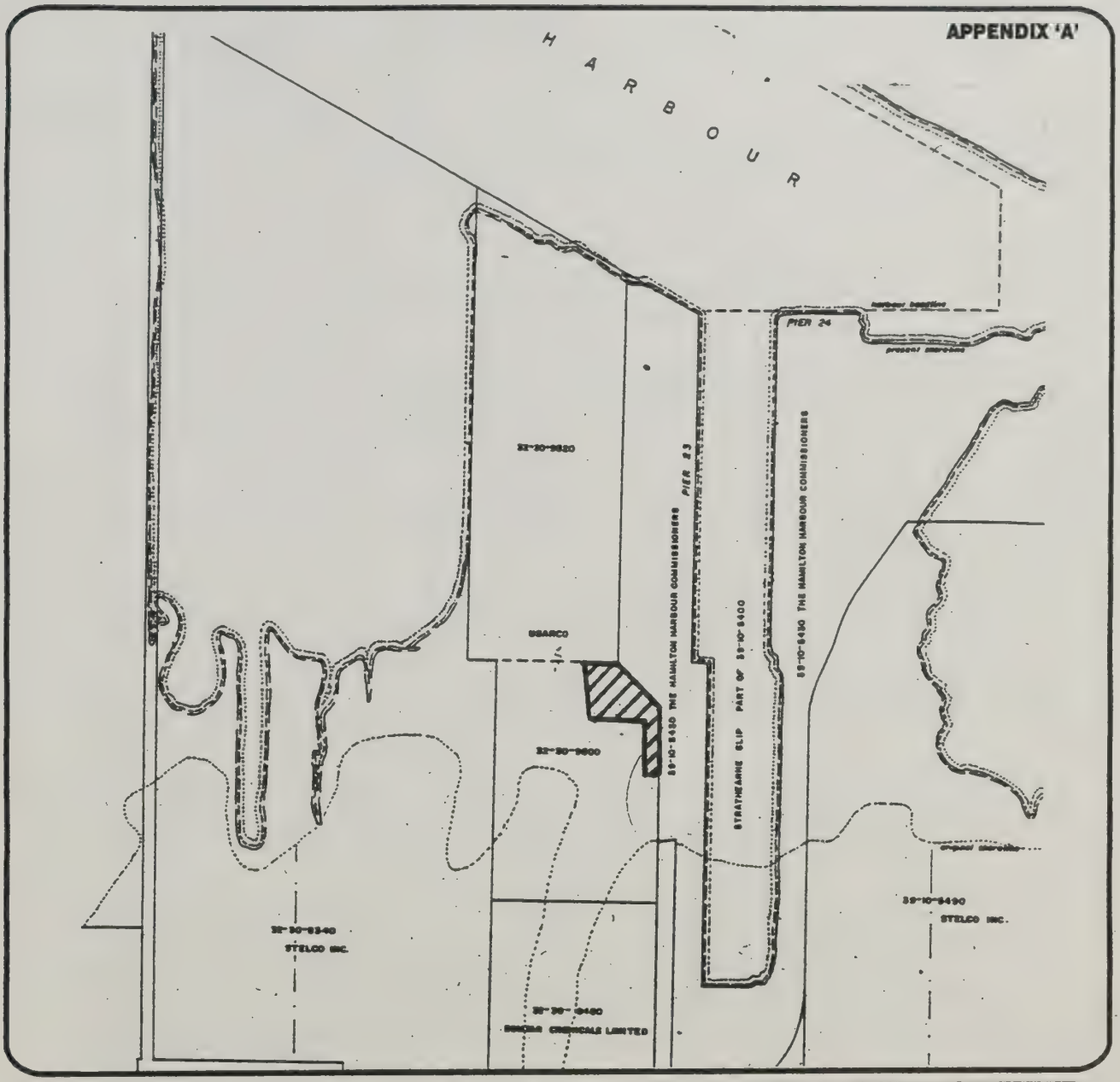
CONCLUSION:

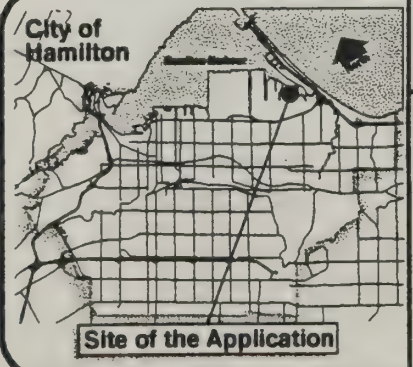
The application by Alfa Paper Products Inc. for a Certificate of Approval at 735 Strathearne Avenue North was circulated to a number of municipal departments for review and comment. The applicants have addressed the operational concerns identified. Some of these operational concerns are also appropriate for inclusion within the Certificate of Approval for the facility.

Accordingly, if the Ministry of the Environment approves the application and issues the Certificate, conditions pertaining to the height and width of the outdoor old corrugated cardboard pile and the attachment of an "Inclement Weather and Wind Blown Litter Collection Policy" would be necessary.

KE/ke

APPENDIX 'A'





COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Appendix 'A'

Legend

Subject Lands

Reference file:	
Scale	Not to Scale
Date	NOV,1999
Technician:	D.L.
	APPENDIX 'A'

APPENDIX "B"

ALFA
Paper Products Inc.

October 27, 1999

INCLEMENT WEATHER AND WIND BLOWN WASTE POLICY

1 ALFA Paper Products will initiate the inclement weather and wind blown waste policy. Upon direction from the regional environmental department who will in turn notify all concerned or interested.

2 ALFA Paper Products will carry out regular inspections, and if necessary, do maintenance on all existing fencing designed in containing loose debris.

3 ALFA Paper Products will execute clean up activities of stray and wind blown debris as required, in order to maintain proper appearances on site.

4 All clean up will take place on a as required basis & all debris will be removed so as to return site to normal appearance

5 It is understood that clean up activities defined under this policy apply strictly to cleanups on the actual land and not within the buildings on the property.

6 Dissatisfied property owners in the vicinity of ALFA Paper Products are invited to contact Regional Environment Department staff to request additional clean up activities at which time the regional staff will assess the request and direct accordingly to achieve satisfactory resolutions. Regional Environment Department staff jointly with ALFA Paper Products will determine whether satisfactory resolutions were achieved.

7 Property owners having concerns relative to ALFA Paper Products operations are invited to contact:

M.O.E.	**905.521.7640,**
ALFA Paper Products at	905-549-2532
mobile number	905- 971-3931

735 Strathearne Avenue North
Hamilton, Ontario
L8H 5L3

Tel: 905-549-2532
Fax: 905-549-0743

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, December 6th, 1999
9:30 o'clock a.m.
Room 233, Hamilton City Hall

AGENDA:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held November 1st, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Parking Regulations

(a) Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 1999 December 06
(PWT99083)

Miscellaneous

(b) Fennell Avenue and Upper James Street – School Crossing Guard Request (PWT99080)

(c) Stone Church Road East and Upper Ottawa Street – School Crossing Guard Request (PWT99075)

(d) Cannon Bus Route – Bus Stop Relocations (PWT99078)

(e) Keep Hamilton Clean Committee – Appointment of New Members (PWT99076)

(f) 1999 Servicing Expenditures Related to Subdivisions (PDC99149)

City Engineer

(g) To Incorporate Certain City Land into Various Streets by By-laws (TOE99016)

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, November 1, 1999
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice Chairman Alderman A. Horwath Alderman M. Kiss Alderman T. Jackson Alderman B. Morelli
Absent:	Mayor R. Morrow Alderman F. D'Amico – City Business
Also Present:	Alderman B. Kelly Alderman B. Charters B. Price, Hamilton Safety Council A. Leitch, Transportation, Operations and Environment C. Guthro, Public Works and Traffic M. Hazell, Public Works and Traffic R. Meiers, Public Works and Traffic P. Mason, Community Development and Planning K. Extance, Community Development and Planning J. Johnston, Human Resources C. Biggs, Secretary

1. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The Minutes of the Transport and Environment Committee meeting held October 4th, 1999 were adopted as circulated to the Committee members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Parking Regulations

(a) Routine Amendments to the City Traffic By-law 89-72 Transport and Environment Committee Meeting – 1999 November 1 (PWT99057)

The Committee was in receipt of a report dated October 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

Miscellaneous

(b) Neighbourhood Watch Program for the Lawfield Neighbourhood (PWT99051)

The Committee was in receipt of a report dated September 27, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Lawfield Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Lawfield Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. COHAM-57670-464005.

C. **GENERAL MANAGER, TRANSPORTATION, OPERATIONS AND ENVIRONMENT**

Temporary Road Closure: Robert Street between James Street North and Hughson Street North (TOE99014)

The Committee was in receipt of a report dated October 15, 1999 from the General Manager, Transportation, Operations and Environment, respecting the subject matter.

The Committee approved the following recommendation:

That the application of F. Miranda, owner of the Lighthouse Seafood Bar and Restaurant, located at 224 James Street North, Hamilton, to temporarily close Robert Street between James Street North and Hughson Street North from Friday December 31, 1999 at 9:00 am to Saturday January 1, 2000 at 9:00 am, to hold a neighbourhood street festival, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the General Manager of Transportation, Operations and Environment and at the expense of the applicant; and,

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants within the closure area of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the General Manager of Transportation, Operations and Environment; and,

(i) That the applicant be granted an extension to the City of Hamilton Noise By-law No. 79-292 to continue the music until 2:00 a.m. on January 1, 2000 and that a City of Hamilton Noise By-law Officer be in attendance throughout the event, at the expense of the applicant; and,

(j) That the AGCO be advised that the City of Hamilton is aware of the application of the Lighthouse Seafood Bar and Restaurant for a temporary extension of its liquor licence to serve alcohol on the road allowance of Robert Street until 2:00 a.m. on January 1, 2000, and the City has no objection to the AGCO issuance of the appropriate liquor licence for this event;

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

The Committee was in receiptof an informatin report dated October 29th, 1999 from the Acting Secretary, Transportand Environment Committee, respecting the subject matter.

The Committee approved the following recommendation:

That the following information items, herewith attached, be received for information purposes:

(a) Commissioner of Public Works and Traffic – Ministry of Labour Charges – Paul Faustini Death – July 17, 1997 (PWT99067)

(b) Commissioner of Public Works and Traffic – 1999 School Crossing Guard Awards Ceremony (PWT99061)

(c) Commissioner of Public Works and Traffic – Limeridge Road, west of Upper Sherman Avenue – Parking Regulations (PWT99054)

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

The Committee was in receipt of areport dated October 18, 1999 from the General Manager, Transportation, Operations and Environment, respecting the subject matter.

Charlie Guthro, Manager of Fleet Services Division, Public Works and Traffic, made a presentation to the Committee outlining efficiency objectives and the ability to meet service deliveries as related to the motoring and pedestrian public. Copy of the presentation material was distributed to the Committee and is available for perusal in the Office of the Municipal Clerk.

The Committee approved the following recommendation:

(a) That the City of Hamilton maintain its service delivery standards at the1998 level for the 1999-2000 winter season; and,

(b) That the Region's Transportation Services Committee be so advised.

PUBLIC WORKS DIVISION

(a) Concrete Sidewalk Reconstruction (PWT99066)

The Committee was in receipt of a report dated October 20, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That A. Cosmos Concrete & Paving Ltd., Hamilton be awarded Parts A and C and LaFarge Construction be awarded Part B of the tender to reconstruct concrete sidewalks at various locations, in accordance with the specifications issued by the Purchasing Division (Ref: C11-4699).

(Alderman B. Morelli indicated that he wished to be recorded as being opposed to this item.)

TRAFFIC DIVISION

(b) Intersection of Whitney Avenue and Ewen Road – Intersection Control (PWT99048)

The Committee was in receipt of a report dated September 21, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman M. Kiss, the Committee agreed that this item be tabled in order to allow the opportunity for a delegation to appear before the Committee.

(c) Intersection of East 45th Street and Seventh Avenue – Intersection Control (PWT99065)

The Committee was in receipt of a report dated October 19, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman T. Jackson, the Committee agreed that this item be tabled in order to allow the opportunity for a delegation to appear before the Committee.

(d) Intersection of Leland Street and Ward Avenue – Intersection Control (PWT99060)

The Committee was in receipt of a report dated October 15, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman M. Kiss, the Committee agreed that this item be tabled in order to allow the opportunity for a delegation to appear before the Committee.

(e) Intersection of Arno Street and Templemead Drive – Intersection Control (PWT99064)

The Committee was in receipt of a report dated October 19, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following:

(a) That a three-way stop control at the intersection of Arno Street and Templemead Drive, be implemented; and,

(b) That City Traffic By-law 89-72 be amended accordingly.

(f) Intersection of Acadia Drive and Acadia Drive – Intersection Control (PWT99063)

The Committee was in receipt of a report dated October 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following:

(a) That an all-way stop control at the intersection of Acadia Drive and Acadia Drive (northwest intersection), be implemented; and,

(b) That City Traffic By-law 89-73 be amended accordingly.

(g) Parking Enforcement Levels (PWT99062)

The Committee was in receipt of a report dated October 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following:

That, in accordance with the 1999 October 12th City Council directive "that the 1999 Parking Enforcement levels previously approved by the City Council be reduced to the 1998 levels":

(a) The Committee be informed that the following operational changes will be implemented to achieve a lower level of enforcement:

i) That Parking Control Officers continue to work overnight on Fridays and Saturdays, but enforcement of the "Through Street" regulations on Friday and Saturday nights be held in abeyance until the Transport and Environment Committee/Regional Transportation Services Committee have an opportunity to address and rationalize the regulations on the streets which are of concern to various members of Council; and,

ii) That enforcement of illegally parked vehicles on the wrong side of the street during the changeover day on "Alternate Side Parking" streets not begin before 10:00 am on weekdays and not before 12:00 noon on weekends. *(NOTE: The City Traffic By-law already provides a grace period where vehicles may be parked on both sides of the street from 11:00 pm the night before, until 8:00 am on the changeover day. This grace period allows motorists to move their vehicles either before retiring for the day or early the next morning)*; and,

iii) That no changes be made to the enforcement levels in the downtown core area as they are currently provided in accordance with 1998 levels; and,

iv) That the overnight parking prohibition in municipal car parks be rated very low in terms of enforcement attention and generally not be enforced except on a complaint/problematic basis; and,

v) That staffing levels be adjusted such that officers will be able to enforce parking for special events only on a safety/complaint/ problematic basis, or where special parking programs are in place; and,

(b) That the staff compliment of the Parking Control Section be adjusted as follows:

Add

By-law Services Officer	1.0 FTE
Parking Control Supervisor	1.0 FTE

Delete

Corps of Commissionaires (vacant contract positions)	3.0 FTE
Parking Control Officer	1.0 FTE
Net Reduction of FTE's	2.0 FTE

(c) That two Parking Control Officers be again assigned to assist the Hamilton-Wentworth Regional Police, as needed, with enforcement of Traffic By-law regulations other than parking or stopping; and,

(d) That any shortfall in parking enforcement revenues for 1999 be funded as follows:

i) Firstly, from any Public Works and Traffic Departmental surplus; and,

ii) Secondly, from any Transportation, Operations and Environment Division surplus; and,

iii) Thirdly, from any general levy surplus; and,

iv) Lastly, from a source recommended by the General Manager of Finance.

3. **REFERRAL BACK FROM CITY COUNCIL**

(a) Canadian Waste Services Inc., 245 Lottridge Street – Amendment to Certificate of Approval

The Committee was in receipt of correspondence from the Municipal Clerk dated October 13, 1999 with respect to the subject matter.

The Committee approved the following:

That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to the proposed operation and recommends that the following be part of the Certificate of Approval by Canadian Waste Services Inc. (CWS), located at 245 Lottridge Street, Hamilton, for an amendment to Certificate of Approval No. A100130:

(a) CWS shall take all reasonable effort to ensure that all incoming and outgoing truck vehicles to and from the site will be directed to access and exit the site exclusively from Landsdowne Avenue, or from the northerly portion of Lottridge Street, north of the east-west CNR tracks; and,

(b) CWS shall ensure that an appropriate waste deordorizer be applied on all waste piles regardless of the presence of odours, at a minimum, at the end of every day and on a more frequent basis during the day as climactic conditions dictate; and,

(c) CWS shall ensure that at all times, rodent trans/bait locations are established on the site and are fully operational on a continuing basis.

(b) Plaza Integrated Environments Ltd., 3 Hillyard Street – Application for a Waste Disposal Site, Processing, Certificate of Approval.

The Committee was in receipt of correspondence from the Municipal Clerk dated October 13, 1999 with respect to the subject matter.

The Committee approved the following:

That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to the proposed operation and recommends that the following be part of the Certificate of Approval No. A650225 for Plaza Integrated Environments Ltd. at 3 Hillyard Street, Hamilton:

(a) Front-end loaders will only be permitted to operate at the site between 0730 and 2100 hours; and,

(b) All vehicle doors for the main building structure shall remain closed after 2100 hours; and,

(c) All unprocessed and processed waste material shall be stored indoors and/or under a roof covering extending from the main building structure in covered, portable lugger boxes; and,

(d) All bulking of waste materials shall occur inside the main building structure; and,

(e) All loading and unloading of waste material shall occur inside the main building structure.

Following discussion by the Committee on the level of enforcement by the Ministry of the Environment following the issuance of Certificates of Approval, the following recommendation was approved:

That staff be directed to investigate the feasibility of assigning inspectors to monitor and enforce the regulations of the Certificates of Approval issued by the Ministry of the Environment, including jurisdictional issues, budget implications, etc., and bring a report back to the Committee.

4. **OTHER BUSINESS**

(a) All-way Stop Control – Intersection of Montclair Avenue and Rosslyn Avenue, City of Hamilton

(a) That an all-way stop control at the intersection of Montclair Avenue and Rosslyn Avenue, be implemented;

(b) That City Traffic By-law 89-72 be amended accordingly.

(Aldermen C. Collins and A. Horwath indicated that they wished to be recorded as being opposed to this item.

The Committee moved to an In-Camera Session to discuss a personnel matter.

The Committee then moved back into Regular Session, and approved the following:

(b) Appointment of Acting Director of Public Works and Traffic

That Charlie Guthro be appointed Acting Director of Public Works and Traffic.

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIROMENT COMMITTEE

Carolyn Biggs
Secretary
November 1, 1999

CITY OF HAMILTON

B.(a)

- RECOMMENDATION -

DATE: 1999 November 22
File No. TEC-165-99 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 1999 December 06
(PWT99083)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. **Ward 1**

   (a) Staff has received a request from Stan Tsakos, owner of Stan's Place, 918 Main Street West, that a "No Parking" loading zone be implemented on the east side of Bond adjacent to his restaurant.

   (b) Staff has received a request from Kerry Cranston, Bryan Prince Bookseller, 1060 King Street West, that a "No Parking" loading zone be implemented on the north side of King, in front of the business.

   (c) Staff has identified a conflict between the time limit and rush hour stopping prohibition signs in that on the west side of Dalewood between King and Traymore, the hours of the existing time limit and rush hour regulation are causing confusion for motorists.

(d) Alderman Marvin Caplan has advised of a request from Mr. Dennis Missett, 12 Binkley Crescent, for northbound stop control at the "T" type intersections of Binkley and Sanders and Kingsmount and Sanders and for southbound stop control at the "T" type intersection of Daleview and Sanders.

(e) Staff has received a petition requesting that the existing full-time "Three Hour Parking Time Limit", on the east side of Hess, from Duke to Robinson, be reduced in size such that the regulation commences at Duke and extends southerly to the east/west alley. The petition was signed by all four abutting residents, each of whom supports the requested amendment.

(f) Ms. Judy Robinson, 23 Strathcona Avenue South, being disabled, has requested that a reserved "Permit Parking" regulation be implemented on the east side of Strathcona in the immediate vicinity of the rental property in which she resides. Ms. Robinson's landlord, Mr. Roy Zwerver, confirms that there is no off-street parking available for her use and supports her request for an on-street reserved parking space. It should be noted, however, that Mr. M. Perossa, the owner of the adjoining apartment building, 547 King Street West, objects to the regulation as it extends approximately five feet along the west side of his building's parking lot.

2. **Ward 2**

(a) With the recent completion of City Places, the existing parking regulations were reviewed on Walnut from King to King William. In consultation with Housing staff, it is recommended that "No Parking" be maintained on the east side of Walnut adjacent to City Places only and three hour parking meters be installed on the east side, at the southerly end of the block.

(b) Staff has received a request from Mr. Chris Barbieri, on behalf of his mother, Elisa Barbieri, 83 Simcoe Street East, that a full-time "Wheelchair Loading Zone" be implemented on the north side of Simcoe directly in front of her home since she is disabled and requires the use of DARTS vehicles.

(c) Alderman Ron Corsini advised of a request from Hotz and Sons Ltd. that a "No Parking, 11:00 p.m. to 8:00 a.m., Monday to Friday" regulation be implemented in the lay-by directly adjacent to their property, on the east side of Ferguson, north of Cannon.

3. **Ward 3**

(a) Alice Thibeault, 36 Douglas Street, has requested that her reserved "Permit Parking" regulation be re-instated in front of her home as she has recently obtained a vehicle.

(b) Mrs. Chechalk, 14 Case Street, has requested that the reserved "Permit Parking" regulation on the south side of Case in front of her home be removed as her husband has passed away.

(c) Mr. Labate, 40 Garfield Avenue North, has requested that the reserved "Permit Parking" regulation on the east side of Garfield in front of his father's home be removed as his father has passed away.

(d) Staff has received a petition signed by representatives of 20 of the 26 abutting properties requesting that the existing "Alternate Side Parking" regulation on Barnesdale between King and Vineland be replaced by a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. All 20 of the representatives support the request.

(e) Mrs. Debra-Ann Leratte, 17 Land Street, has requested that a reserved "Permit Parking" regulation be implemented on the south side of Land directly in front of her home, since she is disabled.

(f) Mr. P. Fazzari, 21 Carrick Avenue, has requested that the existing reserved "Permit Parking" space in front of his home be removed since he is moving.

4. **Ward 4**

(a) Staff has received a request from Judy Freeman, 358 Farifield Avenue North, that a reserved "Permit Parking" regulation be implemented on the east side of Fairfield, directly in front of her home since she is disabled.

(b) Staff has received a request from Sandra Burke on behalf of her mother Doris Burke, 220 Grenfell Avenue, that a reserved "Permit Parking" regulation be implemented on the south side of Grenfell, directly in front of her mother's home as she is disabled.

(c) An area resident has requested the removal of the existing reserved "Permit Parking" regulation on the east side of Fraser, directly in front of No. 28 Fraser Avenue, as the resident has moved, which staff has confirmed.

(d) Staff has received a request from Dorothy Spence, the Principal of St. Helen School, 785 Britannia Avenue, that the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday " regulation on the north side of Britannia, be relocated such that it is directly in front of the school doors.

(e) Staff has received a request from Lindy Millen, the Principal of Queen Mary School, 1292 Cannon Street East, that a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday " regulation be implemented on the east side of Province and on the north side of Roxborough to accommodate the transportation of students to her school.

(f) Staff has received a request from Marie Dean, 61 Edinburgh Avenue, that a "No Parking, 9:00 a.m. to 6:00 p.m., Seven Days a Week" regulation be implemented on the east side of Fraser adjacent to her home as she is disabled.

(g) An area resident has requested the removal of the existing reserved "Permit Parking" regulation on the east side of Cope, directly in front of 404 Cope Street, as the resident has moved. Staff has confirmed that the resident, for whom the subject regulation was implemented, no longer resides at this address.

(h) Staff has received a petition signed by representatives of 13 of the 16 properties abutting Normandy between Barons and Rodgers requesting that the existing "Alternate Side Parking" regulation be replaced by a "No Parking" regulation on the north side and unrestricted parking on the south side. All 13 of the representatives support the request.

(i) Staff has received a petition requesting that the existing "Alternate Side Parking" regulation on Walter, between Melvin and Barton, be revised such that parking is prohibited on the west side of the street during the months of December to March, inclusive. The petition has been signed by representatives from 17 of the 20 properties abutting the subject street, all of whom support the requested amendment.

5. **Ward 5**

(a) Staff has received a request from John Shkopiak, the Principal of St. Joan of Arc School, 60 Barlake Avenue, that a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday " regulation be implemented on the south side of Barlake, directly in front of the school, to accommodate the loading/unloading of disabled children attending his school.

(b) Staff has received a request from Louis Serafini, President, Mount Albion Plaza, 399 Greenhill Avenue, that a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Harrisford to facilitate turning movements of delivery vehicles accessing the plaza. Mr. Serafini has agreed to limit the hours of the requested regulation such that parking will be permitted in the evening and all day on weekends.

(c) Staff has received a petition, signed by 15 of the 19 abutting residents, requesting the implementation of a full-time "Two Hour Parking Time Limit" regulation on the east and south sides of Jerome, from Riverdale to Delewana, to deter long-term non-residential parking. All 15 of the residents signing the petition support the requested regulation.

6. **Ward 6**

7. **Ward 7**

8. **Ward 8**

(a) Staff has received a request from Alfred Rushton, 63 Fonthill Road, that a "No Parking" regulation be implemented on the 90 degree bend of Fonthill. The abutting property owner concurs with the request.

(b) Staff has received a petition signed by representatives of three of the four homes abutting Leslie between West 32nd and West 33rd requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block.

(c) Staff has received a petition signed by representatives of 14 of the 20 properties abutting West 34th between Bendamere and Leslie requesting that an "Alternate Side Parking" regulation and a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of street in this block.

(d) Staff has received a request from Mr. Lazlo Gauder, 52 Elgar Avenue, for eastbound stop control at the "T" type intersection of Fassett and Elgar.

(e) Alderman Duke O'Sullivan has advised of a request from Nanci Simpson, 12 Westvillage Drive, for southbound stop control at the "T" type intersection of Westvillage and Gisele.

(f) Alderman Duke O'Sullivan has advised of a request from Nanci Simpson, 12 Westvillage Drive, that parking be prohibited on the north side of Gisele directly in front of the supermail boxes to allow residents to stop in this area and access their mail.

(g) Staff has received a request from Christine Taylor, for northbound stop control at the "T" type intersection of Gledhill and Brigadoon.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 November 15
File No. TEC-164-99 / Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Fennell Avenue and Upper James Street – School Crossing Guard Request (PWT99080)

RECOMMENDATION:

That a School Crossing Guard be assigned to the intersection of Fennell Avenue and Upper James Street during the morning and evening school crossing periods only, on a permanent basis.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4000 per year, plus administrative costs. This increase can be accommodated within the current (1999) School Crossing Guard Program budget for the remainder of the year. Funds have been allocated in the proposed 2000 budget for the addition of three School Crossing Guard locations in 2000, of which this is one.

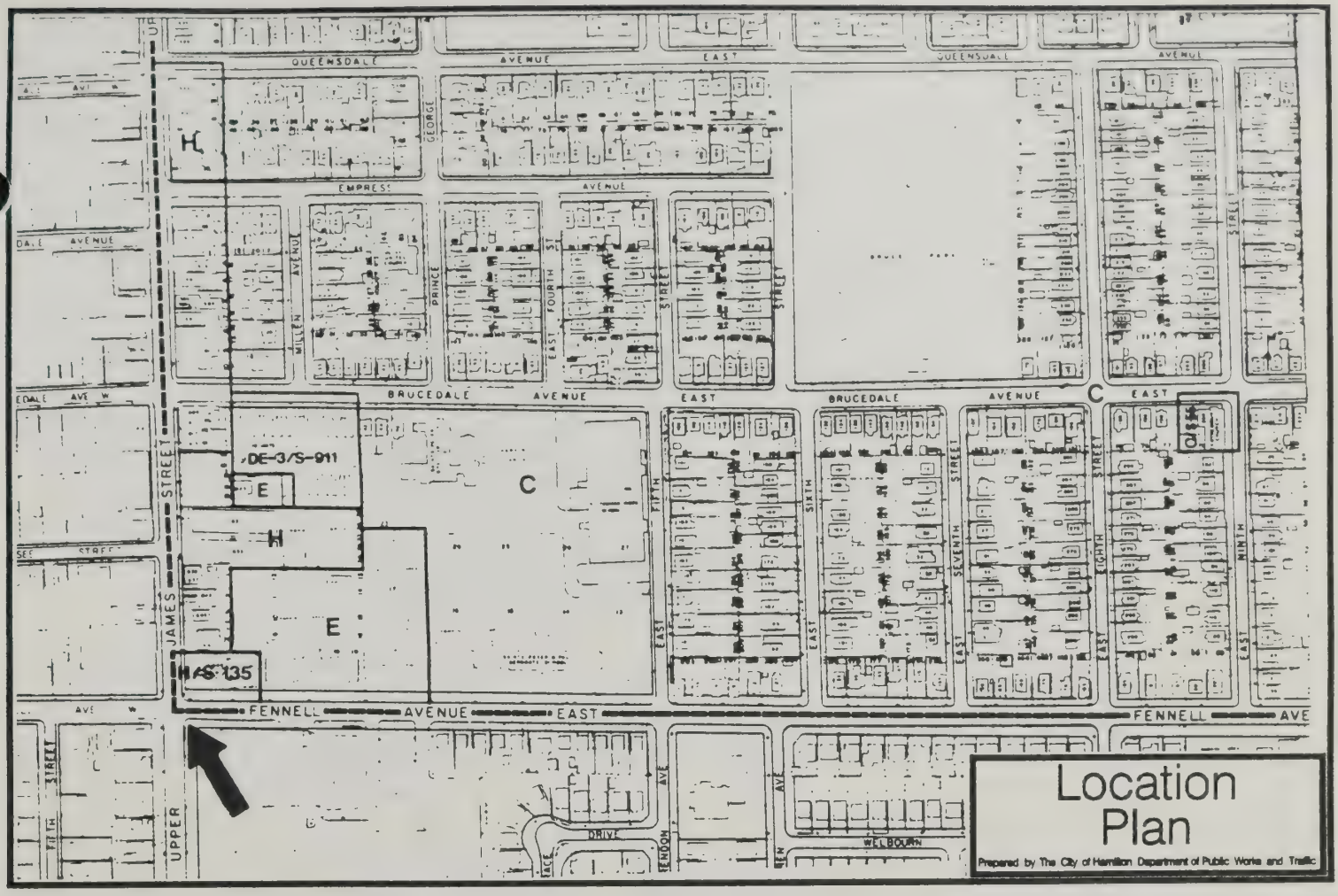
BACKGROUND:

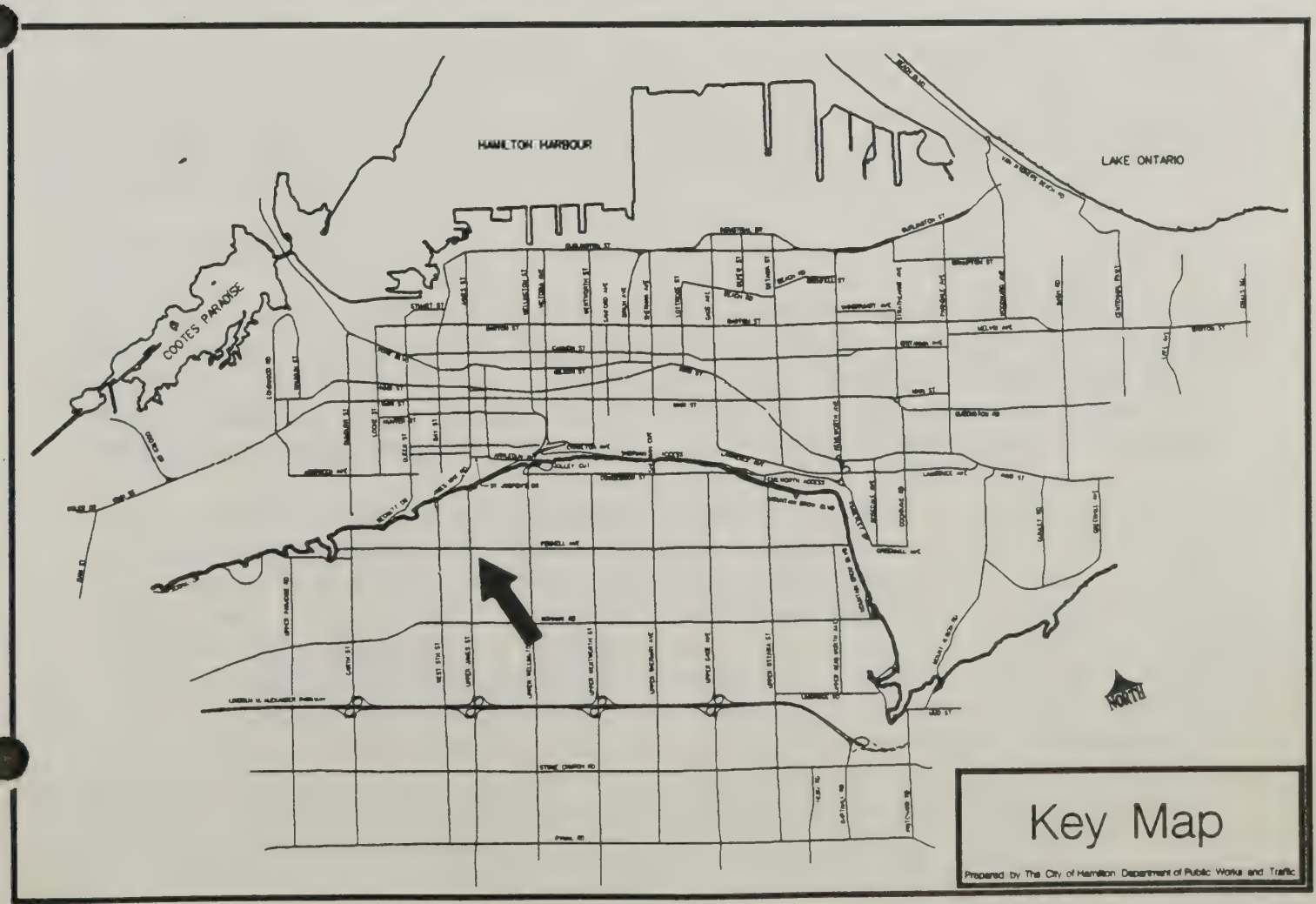
Staff have been contacted by Mrs. Mary-Ellen Riddell, 22 West 3rd Street requesting the assignment of a School Crossing Guard at the intersection of Fennell Avenue and Upper James Street.

Staff undertook studies at this signalized intersection on 1999 November 01/04. It was determined that there are approximately 16 children crossing Upper James in the morning school crossing period and 14 in the afternoon period. Six children crossed Fennell in the morning and 7 crossed Fennell in the afternoon. When considering the need for a School Crossing Guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence by the children is increased. In the case of Fennell and Upper James observations indicate that there are over 10 turns per cycle in the north crosswalk, which is most heavily used by children.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1999 November 16. It is therefore recommended that a School Crossing Guard be hired and assigned to the intersection of Fennell Avenue and Upper James Street during the morning and evening school crossing periods only on a permanent basis.

/ka/MBH/str


QUEENSDALE AVENUE EAST
EMPRESS AVENUE
BRUCEDALE AVENUE EAST
FENNELL AVENUE EAST
JAMES STREET
UPPER FIFTH STREET
DE-3/S-911
HAS 135
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 October 28
File No. TEC-162-99 / Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Stone Church Road East and Upper Ottawa Street – School Crossing Guard Request (PWT99075)

RECOMMENDATION:

That a School Crossing Guard be assigned to the intersection of Stone Church Road East and Upper Ottawa Street during the morning and evening school crossing periods only, on a permanent basis.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4000 per year, plus administrative costs. This increase can be accommodated within the current (1999) School Crossing Guard Program budget for the remainder of the year. Funds have been allocated in the proposed 2000 budget for the addition of three School Crossing Guard locations in 2000, of which this is one.

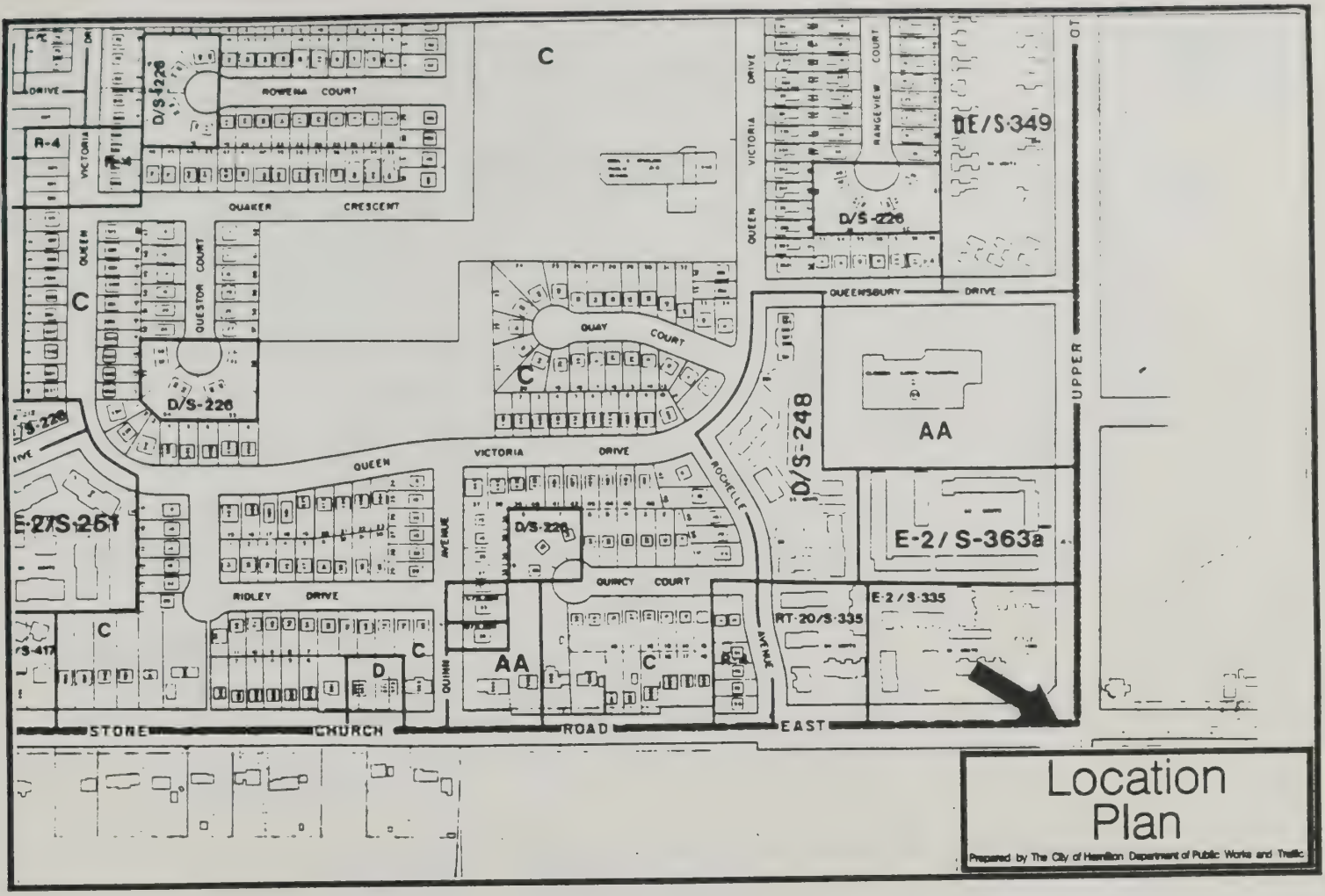
BACKGROUND:

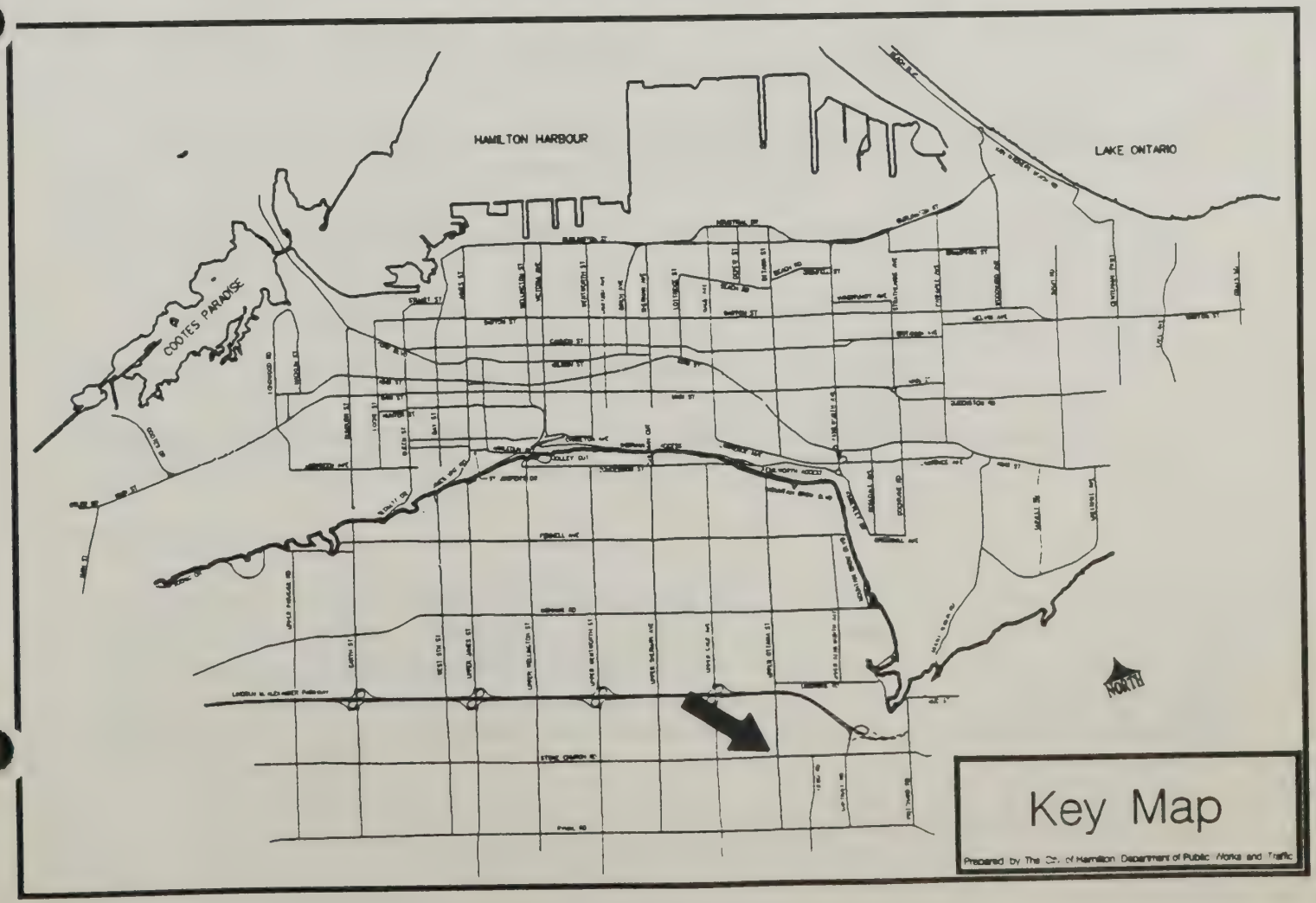
Staff have been contacted by the Hamilton-Wentworth Separate School Board who have reduced bus service to Blessed Kateri School, resulting in more children walking to school. These children live in the neighbourhood southwest of the intersection of Stone Church and Upper Ottawa. It was their opinion that there may be a need for a School Crossing Guard at this intersection and requested that staff review the situation.

Staff undertook studies at the intersection on 1999 October 27. It was determined that there are approximately 23 children crossing Stone Church in the morning school crossing period and 12 in the afternoon period. This intersection is controlled by a traffic signal. When considering the need for a School Crossing Guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence in the children is increased. In the case of Stone Church and Upper Ottawa recent observations indicate that there are over 7 turns per cycle in the west crosswalk, which is most heavily used by children.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1999 November 03. It is therefore recommended that a School Crossing Guard be hired and assigned to the intersection of Stone Church Road and Upper Ottawa Street during the morning and evening school crossing periods only on a permanent basis.

ta/MBH/str


C
ROWENA COURT
QUAKER CRESCENT
D/S-226
R-4
VICTORIA
QUEEN
QUESTOR COURT
D/S-226
QUEEN VICTORIA DRIVE
QUAY COURT
D/S-226
RANGEVIEW COURT
DE/S-349
D/S-226
QUEENSBURY DRIVE
UPPER
D/S-248
AA
E-2/S-363a
E-27S-261
RIDLEY DRIVE
D/S-226
QUINCY COURT
E-2/S-335
RT-20/S-335
AA
D
STONE CHURCH ROAD EAST
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

B.(d)

- RECOMMENDATION -

DATE: 1999 November 9
File No. TEC-163-99 / Author: D. Rieger / S. Russell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Cannon Bus Route – Bus Stop Relocations (PWT99078)

RECOMMENDATION:

(a) That the following Hamilton Street Railway bus stop be relocated:

Route #3 Cannon

Delete -	Westbound	Roxborough Avenue, north side, 21 feet east of Adeline Avenue (N/S); and
Delete -	Westbound	Roxborough Avenue, north side, 25 feet east of Julian Avenue (N/S); and
Add -	Westbound	Roxborough Avenue, north side, 21 feet east of Ivon Avenue (N/S); and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

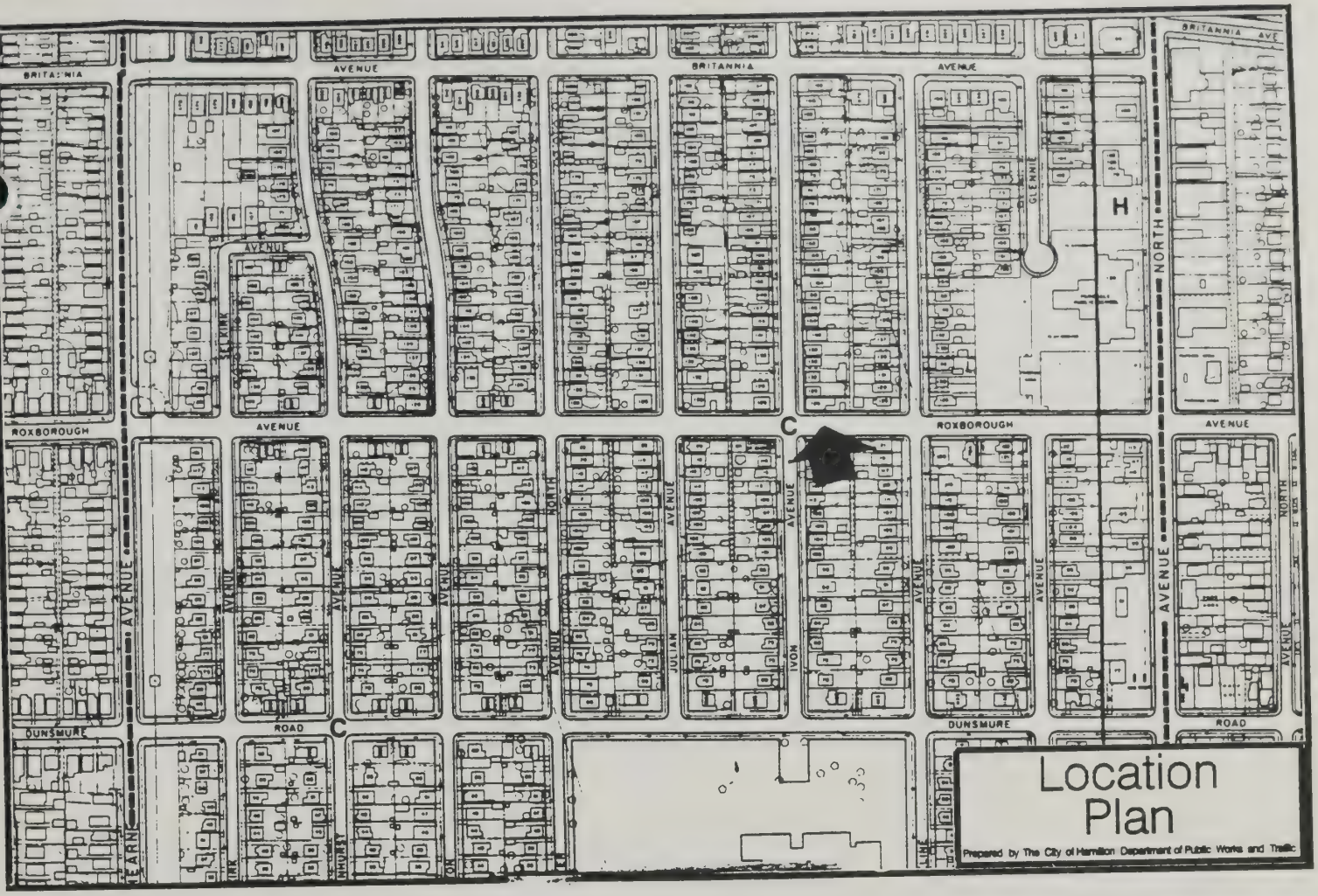
Sufficient funds are available in the 1999 operating budget to cover the cost of relocating and maintaining the subject signs.

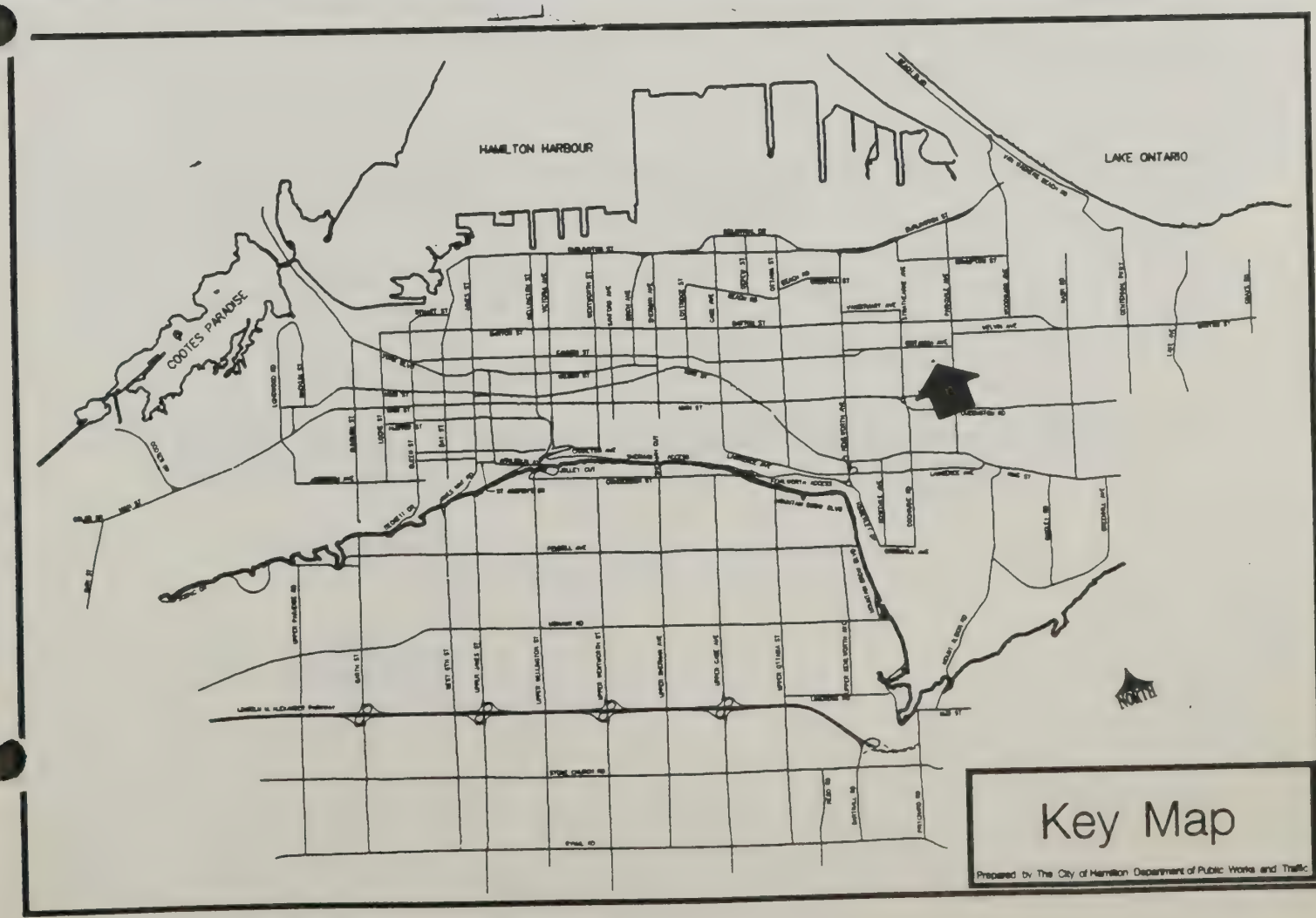
BACKGROUND:

The Hamilton Street Railway has requested that the above noted bus stops be combined and relocated in response to a concern from a nearby resident regarding the amount of noise and litter generated by the stop at Julian Avenue. The two stops have already been combined and relocated adjacent to a commercial property on a trial basis several months ago, thus reducing concerns from area residents. To date, no concerns have been identified.

The bus stop relocation is satisfactory from a traffic point of view. Presently, there is an "Alternate Side Parking" regulation on Roxborough, east of Ivon. Therefore, it would be appropriate to prohibit stopping in this area. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents.

CVB/MHB/str


BRITANNIA AVENUE
ROXBOROUGH AVENUE
DUNSMURE ROAD
NORTH AVENUE
GLENNIE
H
C
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 November 5
Author: Don Heintz

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Director
Department of Public Works and Traffic

SUBJECT: **Keep Hamilton Clean Committee - Appointment of New Members (PWT99076)**

RECOMMENDATION:

a) That the Keep Hamilton Clean Committee be allowed to recommend the appointment of a second "alternate" member for a term of up to three (3) years - such alternate would at all times have voice but vote only when a regular member is absent;

b) That the following citizens be appointed to the Keep Hamilton Clean Committee for a three (3) year term to expire 2002 December 31:

Raffaella Brugnano
Danielle Marchese
Kathy Vucic
Veronica Maliszewski

c) That the following citizen be appointed as an "alternate" member with a three (3) year term to expire on 2002 December 31:

Bill Patterson

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Department of Public Works and Traffic and the Transport and Environment Committee from the Finance and Administration Committee.

The Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process. Orientation Sessions were held on 1999 September 21st and 29th to recruit applicants to fill the existing four (three year) vacancies on the Committee.

Following the Orientation Sessions, three incumbents and three other citizens put their names forward for consideration. As approved by the Finance and Administration Committee on 1995 June 6, the interviewing of applicants to the Keep Hamilton Clean Committee was to be conducted by the Public Works Department as this group acts as a resource to the Public Works staff.

On 1998 November 3rd, two members of the Keep Hamilton Clean Committee, along with a member of the Public Works staff, interviewed all applicants and recommend the above-noted applicants for membership on the Committee. The Keep Hamilton Clean Committee, at its meeting held on 1999 November 3rd, was appraised of and endorsed the above recommendations.

DH/

cc Art Leitch, P.Eng. General Manager, Transportation, Operations & Environment
cc Charlene Touzel, City Clerk's Department

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 November 19
S716-042, M.P. Sabelli, C.E.T.
S723-068
S723-091 P. Strong

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Mr. C. Guthro
Acting Director of Public Works and Traffic

SUBJECT: **1999 Servicing Expenditures Related to Subdivisions (PDC99149)**

RECOMMENDATION:

i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"PARKWAY MANOR – PHASE 1", Hamilton

City's share - NIL -, Owner's share $ 311,048.00

"WENTWORTH COURT", Hamilton

City's share - NIL -, Owner's share $ 36,984.00

"WENTWORTH COURT ADDITION", Hamilton

City's share - NIL -, Owner's share $ 14,442.00

ii) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Parkway Manor – Phase 1", Hamilton, "Wentworth Court, Hamilton and "Wentworth Court Addition", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the Corporate Counsel.

ii) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Parkway Manor – Phase 1", Hamilton "Wentworth Court", Hamilton and "Wentworth Court Addition" as well as and any other related documents for these Subdivisions subject to the approval of the Corporate Counsel.

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

Charles Guthro

C. Guthro
Acting Director of
Public Works and Traffic

Lee Ann Coveyduck

Lee Ann Coveyduck
General Manager of
Community Planning and Development Division

FINANCIAL/STAFFING/LEGALIMPLICATIONS:

There is no City share for the installation of the services for these developments.

BACKGROUND:

Parkway Manor – Phase 1

At its meeting of 1999 February 23 City Council approved the draft plan for "Parkway Manor " under the condition that the Owner, 1125814 Inc. (Silvestri Investments), enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "Parkway Manor - Phase 1" at this time.

The development of "Parkway Manor- Phase 1" will result in the creation of forty (40) lots for single family homes and four (4) blocks to be developed with the abutting lands for single family homes. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Parkway Manor - Phase 1" are located south of the Lincoln M. Alexander Parkway and east of West Fifth Street in the Kernighan Neighbourhood.

"Wentworth Court"

At its meeting of May 13, 1986, City Council approved the draft plan for "Wentworth Courts" under the condition that the Owner, enter into a Subdivision Agreement with the City of Hamilton.. The owners, Robert Shelley Construction Limited wish to proceed with the development of "Wentworth Court" at this time.

The development of "Wentworth Court" will result in the creation of 6 Lots for single family homes. Estimates of costs have been prepared and it has been determined that there is no City share for this development.

The lands of "Wentworth Court" are located west of Upper Wentworth Street and south of the Lincoln Alexander Parkway in the Crerar Neighbourhood.

"Wentworth Court Addition"

At its meeting of November 14, 1995, City Council approved the draft plan for "Wentworth Court Addition" under the condition that the Owner, enter into a Subdivision Agreement with the City of Hamilton.. The owners, Tyka Investment Limited wish to proceed with the development of "Wentworth Court Addition" at this time.

The development of "Wentworth Court Addition" will result in the creation of 5 Lots for single family homes. Estimates of costs have been prepared and it has been determined that there is no City share for this development.

south of the Lincoln Alexander Parkway in the Crerar Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development of the Community Planning and Development Department.

MPS/ps

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

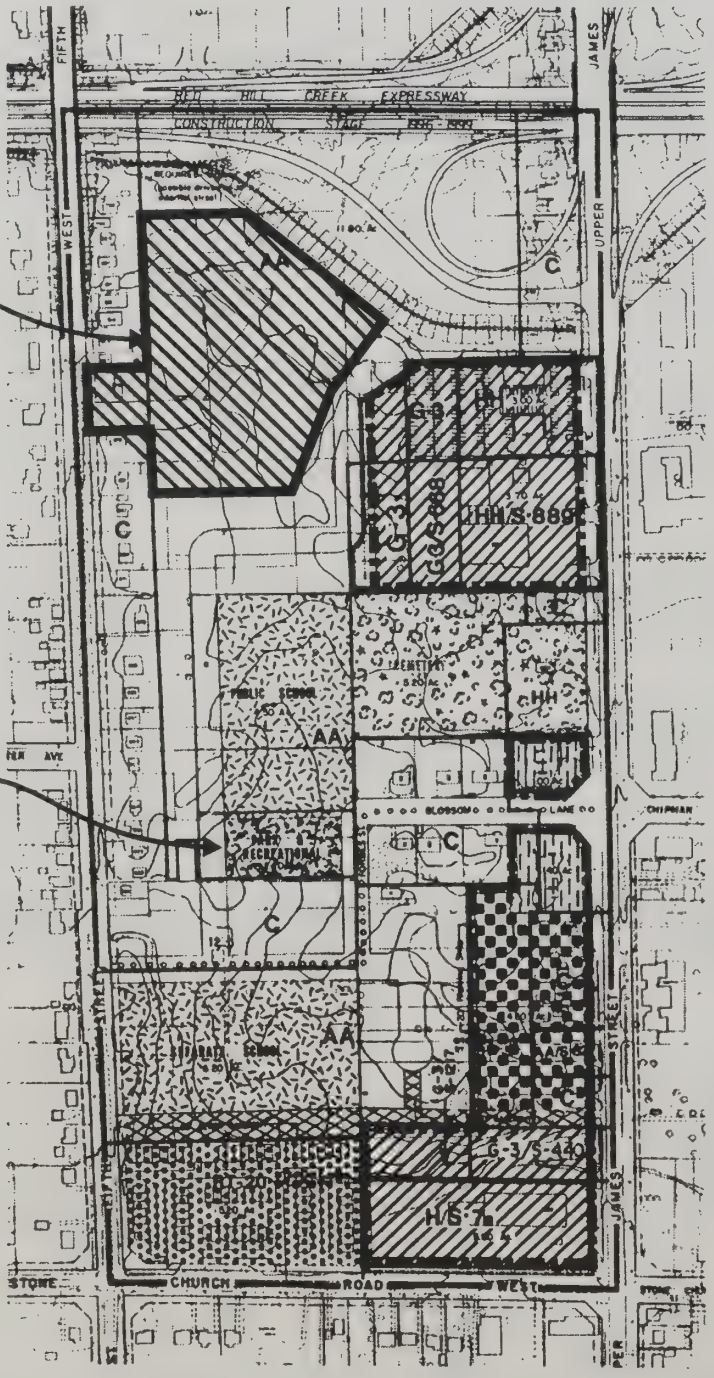
cc: Community Planning & Development Division
Att: Lee Ann Coveyduck, General Manager

cc: City Treasury Department
Att: Tony Tollis, Director of Budgets and Policy

1999 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT UTHORIZATIO	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY OWNED LA & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"PARKWAY MANOR - PHASE 1" SILVESTRI INVESTMENTS A.J. CLARKE & ASSOCIATES B.J. CLARKE, O.L.S. S726-042 M.P. SABELLI, C.E.T.	40 LOTS HAMILTON	COUNCIL 99 FEB 30 P&D ITEM 2	Catch Basins & Connections	$0.00	$0.00	$0 00		
			Curbs & Sidewalks	$0.00	$0.00	$0.00		
			Finished Roads	$0.00	$0.00	$0.00		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0 00		
			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$311,048.00	$311,048 00
WENTWORTH COURT ROBERT SHELLY CONSTRUCTION COMPANY LIMITED A.J. CLARKE & ASSOCIATES B.J. CLARKE, O.L.S. S723-091 P. STRONG	6 LOTS HAMILTON	COUNCIL 86 MAY 13 P&D	Catch Basins & Connections	$0.00	$0.00	$0.00		
			Curbs & Sidewalks	$0.00	$0.00	$0.00		
			Finished Roads	$0.00	$0.00	$0.00		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0 00		
			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$36,984.00	$36,984.00
WENTWORTH COURT ADDITION SILVESTRI INVESTMENTS A.J. CLARKE & ASSOCIATES B.J. CLARKE, O.L.S. S726-042 M.P. SABELLI, C.E.T.	5 LOTS HAMILTON	COUNCIL 95 NOV 95 P&D	Catch Basins & Connections	$0.00	$0.00	$0.00		
			Curbs & Sidewalks	$0.00	$0.00	$0.00		
			Finished Roads	$0.00	$0.00	$0.00		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0.00		
			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0 00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$14,442.00	$14,442 00
			TOTAL					$362,474 00

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0.30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements



LEGEND

Subject Lands

KEY PLAN

Parkway Manor - Phase 1

NORTH

NEIGHBOURHOOD	
Kernighan	
DATE	**FILE No.**
November 19, 1999	S716-042

CITY OF HAMILTON/REGION
OF HAMILTON-WENTWORTH

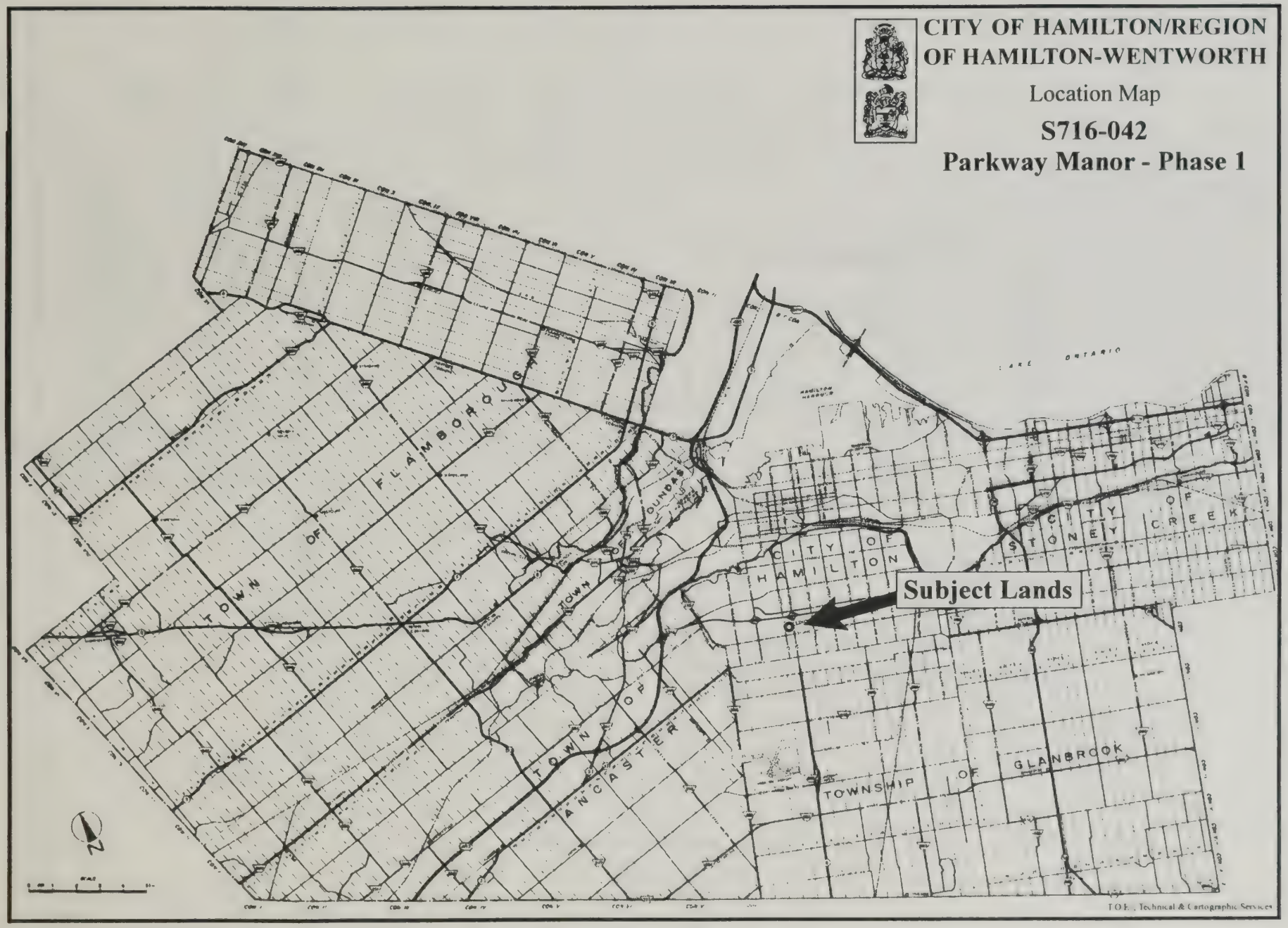
T.O.E., Technical & Cartographic Services

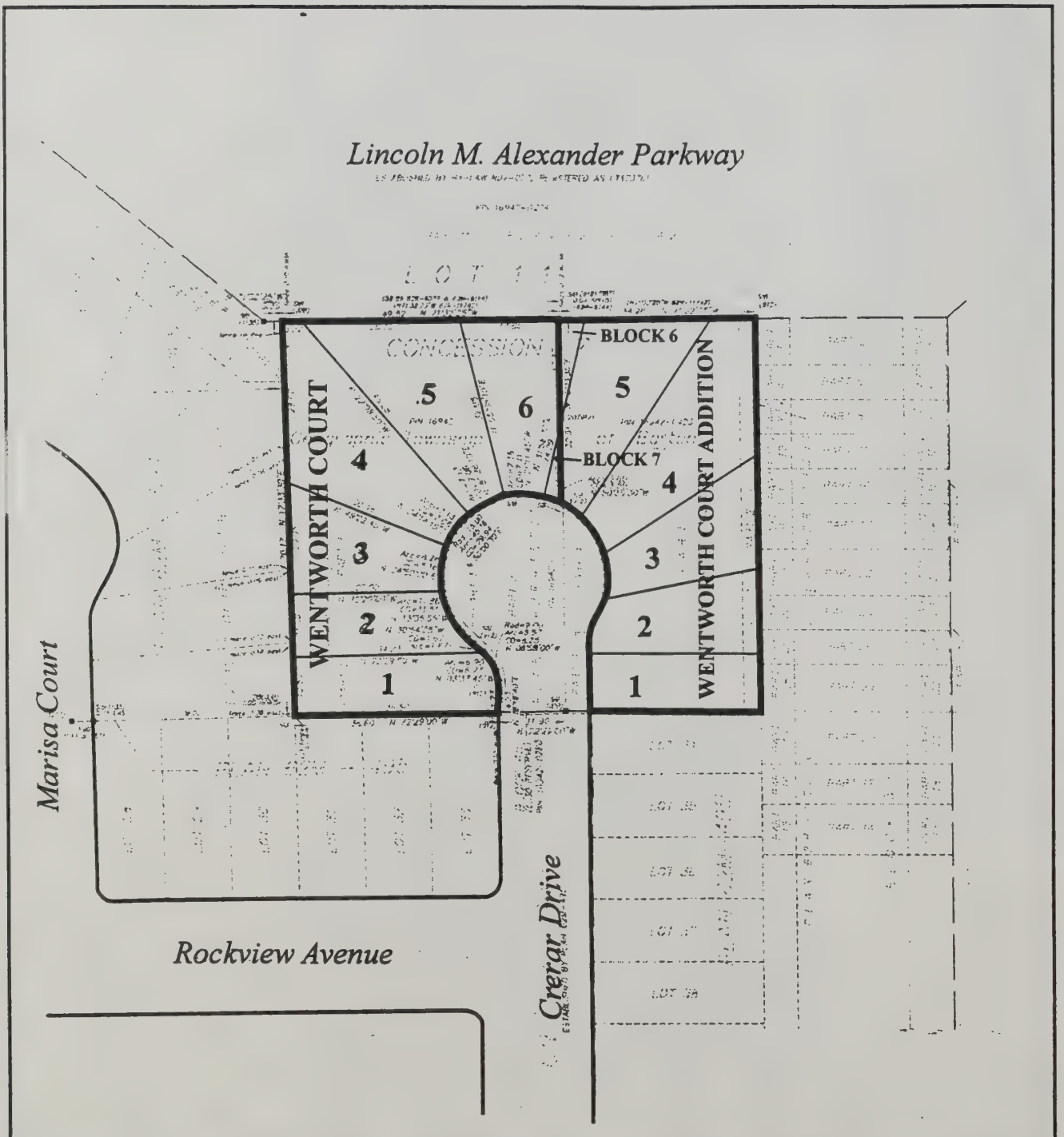
CITY OF HAMILTON/REGION OF HAMILTON-WENTWORTH

Location Map

S716-042

Parkway Manor - Phase 1





LEGEND

Subject Lands

KEY PLAN

Wentworth Court & Wentworth Court Addition

NORTH

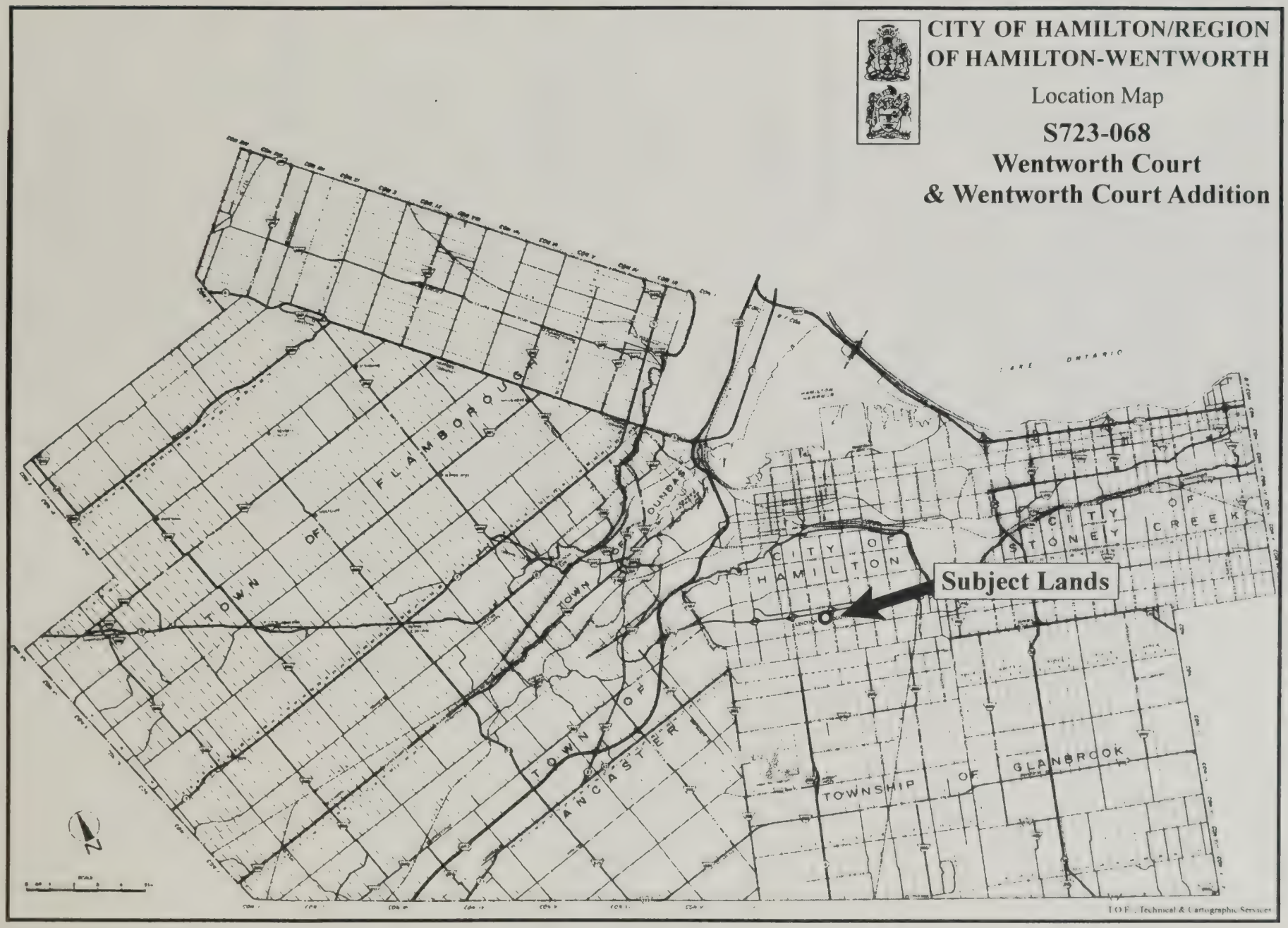
NEIGHBOURHOOD: Crerar

DATE: November 2, 1999

FILE No.: S723-068

CITY OF HAMILTON/REGION OF HAMILTON-WENTWORTH

T.O.E., Technical & Cartographic Services


CITY OF HAMILTON/REGION
OF HAMILTON-WENTWORTH
Location Map
S723-068
Wentworth Court
& Wentworth Court Addition
Subject Lands
TOWN OF FLAMBOROUGH
TOWN OF DUNDAS
TOWN OF ANCASTER
CITY OF HAMILTON
CITY OF STONEY CREEK
TOWNSHIP OF GLANBROOK
LAKE ONTARIO
N
T.O.P. Technical & Cartographic Services

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 17 November 1999
File No- S715-035 G. McGuire

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A. F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: To incorporate certain City land into various streets by By-Laws (TOE99016)

RECOMMENDATION:

a) That the following City land be incorporated into the following street:

Marilyn Court Block 16 Plan 62M-684

b) That the by-laws to carry out the incorporation of the said land into the foregoing street be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the by-laws.

A.F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

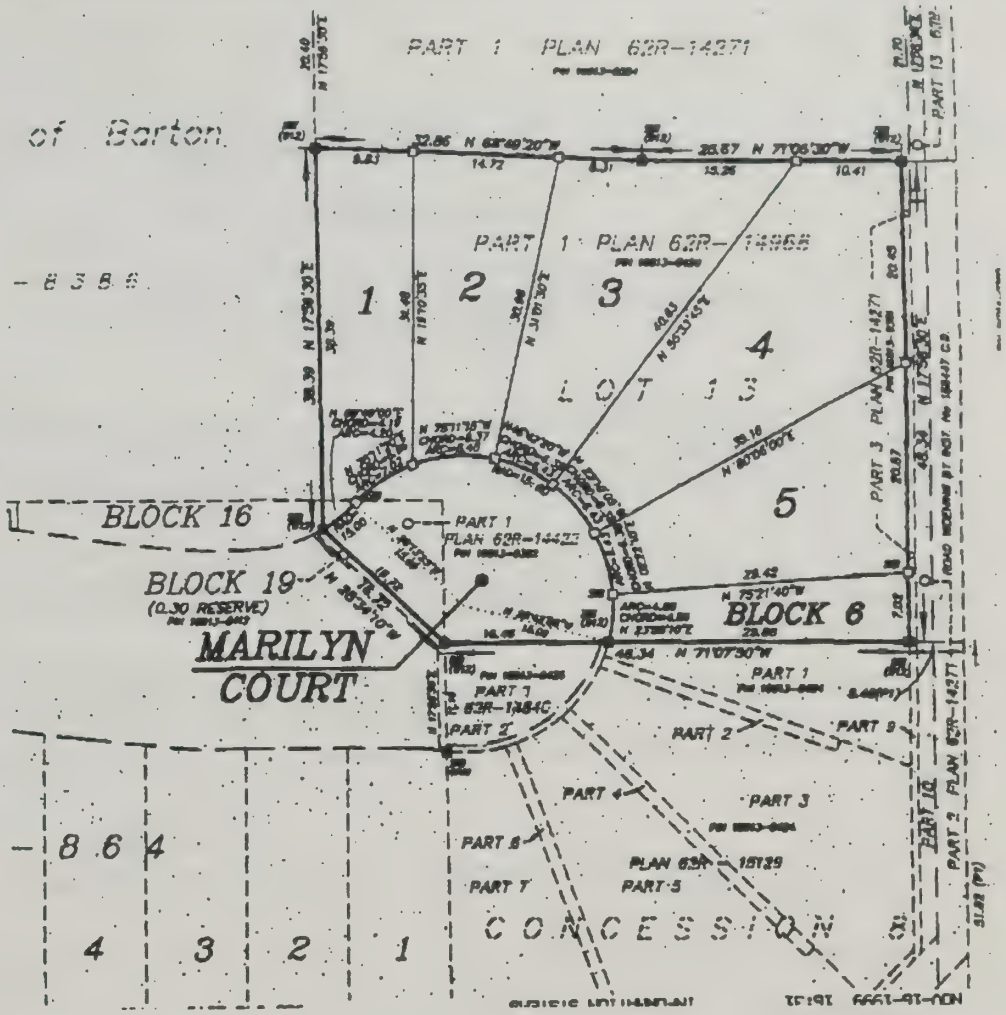
BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

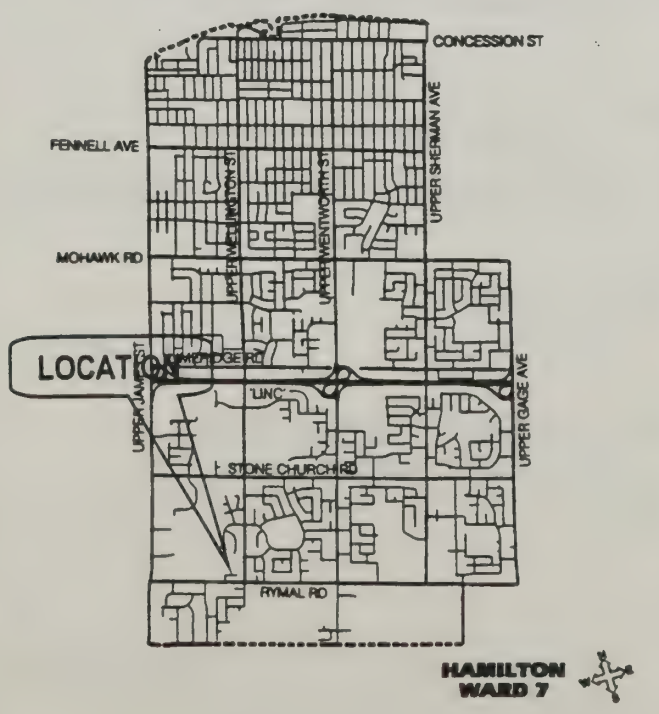
Incorporating into Street Name	Land Description being Incorporated	Financial Implications	Reason for being Incorporated	File
Marilyn Court	Block 19 on Plan 62M-684	N/A	To allow access to Olmstead Park Phase 2 – 62M-891	S715-035

jr:GM
encls.

cc/H. Groen, Transportation Division
cc/F. Angelici, Planning Division
cc/K. Nutley, Real Estate Division



KEY MAP



LOCATION PLAN

Incorporating City Lands into

Marilyn Court

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

SUBJECT LAND

SCALE	DATE
NOT TO SCALE	1999-11-19

REFERENCE FILE NO: **TOE99016**

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 19, ON PLAN 62M-864
INTO MARILYN COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Marilyn Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1 That the following land is hereby established and laid out as a public highway to form part of Marilyn Court;

All of Block 19 on Plan 62M-684

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations and Environment Division or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 14th day of December A.D. 1999

Municipal Clerk

Mayor

C.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: December 1st, 1999

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Carolyn Biggs

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
Nov. 17/99	General Manager Transportation, Operations & Environment	Status of Street Cleaning Initiative - Air Quality Program - Hamilton Air Quality Initiative Committee (HAQIC)	Nov. 30/99

Carolyn Biggs, Secretary
Transport and Environment Committee
December 6th, 1999




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